







**The Times Free Information Bureau**  
619 South Spring Street

THE TIMES FREE INFORMATION BUREAU is for the accommodation and benefit of persons seeking information regarding travel, hotels, and other matters. It is a free service, and the information is given in the form of a letter, which may be used at the discretion of the recipient. The service is available to all who apply, and the information is given in the form of a letter, which may be used at the discretion of the recipient.

**ARLINGTON HOTEL**  
SANTA BARBARA

An absolutely fireproof hotel—All Outside Rooms, affording plenty of light and air. The hotel is situated in a beautiful location, and the rooms are comfortable and well-furnished. The hotel is a popular resort for tourists and business travelers alike.

**Hotel Virginia**

Located in the heart of the city, the Hotel Virginia is a popular destination for tourists and business travelers. The hotel offers comfortable rooms and excellent service.

**VENICE**  
\$500 in Thrift Stamps Given Away  
Sunday, September 15

A chance to win \$500 in Thrift Stamps by purchasing Venice. The drawing will be held on Sunday, September 15.

**EDGERLY COURT APARTMENTS**  
SANTA BARBARA

Completely modern—Beautifully furnished. The apartments are located in a quiet neighborhood and offer a comfortable living environment.

**HEALTH and EFFICIENCY**  
WHAT \$12 WILL DO

For a complete health and efficiency check, visit our clinic. The cost is only \$12, and the results are worth the investment.

**SANTA CATALINA ISLAND**

A beautiful vacation spot with stunning views and excellent facilities. The island is a perfect destination for a relaxing getaway.

**Hotel Savoy**  
OF LOS ANGELES  
at 6th and Grand

Opened Jan. 1st, 1918. Absolutely fireproof. The hotel is a landmark building in the heart of the city.

**STORAGE, MOVING AND FREIGHT FORWARDING**  
FIRE PROOF WAREHOUSE

Private Locked Rooms \$1.50 a Month. We provide secure storage for your belongings and reliable moving services.

**PACIFIC STEAMSHIP COMPANY**  
THROUGH AND FREQUENT SAILINGS TO

San Francisco, Seattle, Tacoma, and Victoria, B.C. The company offers regular and reliable shipping services.

**THE SAN FRANCISCO & PORTLAND STEAMSHIP LINES**

San Francisco, Seattle, Tacoma, and Victoria, B.C. The lines provide direct routes to major ports.

**ROYAL MAILS**  
NEDERLAND and ROTTERDAM LLOYD

Splendid Steamers—Sailing frequently from Los Angeles to Europe. The company offers luxurious travel options.

**NO TIME TO TALK**  
PEACE, HUNS SAY.

Germany and Austria have agreed that the present is no time to start a peace offensive, according to a dispatch from Switzerland today reporting on the recent conference at Vienna between Admiral von Hintze and Count Burian.

**TO HOLD CONFERENCE**  
ON OIL LEASING BILL

PRESIDENT WILL BE APPROPRIATE TO MEETING TOMORROW

**LONG BEACH**  
ARMY AND NAVY HEADQUARTERS

Headquarters for the Long Beach Army and Navy headquarters. The facility is well-equipped for military and naval operations.

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**ROYAL MAILS**  
NEDERLAND and ROTTERDAM LLOYD

**HUN IDOLS CAN NOT GO WRONG.**  
Lacking Victory, are Praised for Retreat Admission.

Writers Must Say Something Fine About Military.

**But People are Asking Some Annoying Questions.**

**BY GEORGE RENNICK.**  
[ATLANTIC CABLE-EXCLUSIVE DISPATCH]

**CHICAGO, Sept. 6.**—The Chicago Nationals put the world's series on a fifty-fifty basis today, by defeating the Boston Americans, 3 to 1, in a good old-fashioned game of baseball.

**HERO GEORGE.**  
Tyler, pitching for Chicago, was the hero of the contest, for he pitched a steady stream of fast balls and kept the Boston hitters at bay.

**WALK DOES IT.**  
Merkle started the scoring for Chicago by walking for four bad ones. Pick bunted gently toward third and Thomas scored.

**OBJECTS TO LIE.**  
The Berlin Vorwaerts complains that the people are not told the truth, which it says is the cause of all the trouble.

**ABOUT AMERICA.**  
That American attitude will be a decisive factor in the war, says the Berlin Vorwaerts.

**HOOPER AT LOSS.**  
More outspoken in Koerber, military writer in the Berlin Vorwaerts, who is completely at a loss to understand why the proud Kammell has been so humiliated.

**MARKS SLUMP ON GERMAN DEFEATS.**

**THE VORWAERTS COMPARES**  
the present situation of the German people with the situation of the German people in 1914.

**MARKS SLUMP ON GERMAN DEFEATS.**

**Cubs Light Heavily on Mr. Bullet Joe Bush**

**ONE INNING IS ENOUGH FOR IT**

**Walk and Three Hits Score Three Runs.**

**Lefty George Tyler Quite a Little Hero.**

**Red Sox Get Rather Mussy in Ninth Round.**

**THE FIGURES.**  
Total attendance, 20,040. Total receipts, \$29,997. National commission's share, \$2999.70.

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**MARKS SLUMP ON GERMAN DEFEATS.**

**THE BURNING WORDS OF THE RIVAL MANAGER**

**ED BARROW'S ALIBI.**

**MITCHELL'S PREDICTION.**

**HOW LEFTY GEORGE SLAPPED 'EM DOWN.**

**MISS FRISCO TAKES TROTTERING FEATURE.**

**TIME IS NOT EXCEPTIONAL, BUT YOUNGSTER HAS REAL CLASS.**

**TOO MUCH WETNESS FOR HARNESS NAGS.**

**THE HORRIBLE HANDICAP OF POISONED BLOOD.**

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**BUSINESS CHANCES**  
OF Many Kinds.

**FOR SALE—GROSS CONTRACT** HOTEL OF 120 ROOMS, 10000 sq. ft. furnished, in great town, 80 miles from Los Angeles, near San Bernardino. Will sell at \$250,000 on \$10,000 down. Cash price \$200,000. For details of the real estate and furnishings \$25,000. Write to: **THE HOTEL GROUP, INC., 11000 Wilshire Blvd., Suite 1000, Los Angeles 40, California.** Address OFFICE, P. O. Box 88, Colton, California.

**GOVERNMENT LAND LOCATIONS.** A vast unexplored sedimentary formations have been discovered in the San Joaquin Valley. Will be suitable for oil and gas. These formations are now being developed. **NOW IS YOUR CHANCE.** Write for information on claim ownership. **MR. CITIZENSHIP, 1000 BANK BLDG., 8th and Olive Aves., Los Angeles.**

**WANTED—HAVE THREE CHOICE OFFERINGS:** one at Phoenix, one in northern part of one in southern part of Arizona. The most of character and value. Write to: **THE ARIZONA INVESTMENT GROUP, Metairie, Louisiana.** Metairie Investment Co., Metairie, Louisiana.

[illegible][illegible]

WANTED—A PARTY WITH \$25,000 CASH TO INVEST IN A BUSINESS OPPORTUNITY. NO AGENTS AT 141 S. HOPE ST. Please call Wednesday.

**BUSINESS CHANCES—**  
Wanted.—STOCKS OF MERCHANDISE ANY  
kind. Clothing, shoes, hats, shoes, ladies' and  
gents' furnishings, hardware, appliances, jewelry,  
saddles, office furnishings. Highest cash prices paid.  
No matter how old or trade, be sure and call us. We  
are confidential. J. J. GUARIN, 585 South 10th St.,  
New Orleans. Phone 10114.

Wanted.—CLASSIFIED: REAL ESTATE ADVER-  
TISEMENTS FOR THE RUSSIAN ZONE MUST BE  
CLASSIFIED "WAST AD." ETC. WILL BE  
ACCEPTED UNTIL JULY 1, 1946.

Wanted.—GOOD USED CROCKERY STORE WITH  
living-rooms in connection, either city or  
country. About \$1500. Who has only 40-  
cent K. box for \$1000. Offer.

**PRESIDENT ELECTED  
BY CHINESE REPUBLIC.**

—

**HSH SHIN CHANG, CANDIDATE  
OF ARMY PARTY, GETS  
BIG MAJORITY.**

—

(BY PACIFIC CABLE AND A. P.)

PEKING, Sept. 8.—Hsu Shin Chang, former president of the privi council, has been elected President of the Chinese republic by a large majority.

Hau Shih-Chang became prominent during the latter days of the Chinese monarchy. He was one of the leading statesmen who conducted the negotiations preliminary to the settlement of the relations between Japan, Russia and China as the result of the Russo-Japanese War.

When the constitutional government was established Hau became Vice Prime Minister. In June, 1917, he was named dictator by a rebel congress at Tientsin. His tenure of office was terminated when the Emperor in the summer of 1917 Hau was appointed his guardian. Last month he was nominated for

the Presidency by the general of the northern Chinese army.

## AIRMEN HELP PIERCE HINDENBURG DEFENSES

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### CAPTURED LETTER SHOWS GERMAN AIRCRAFT RE-SERVES DEPLETED.

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(BY ATLANTIC CABLE AND A P.)

LONDON, Sept. 6.—The storm center of British aerial activity throughout the week has been the

German organizations behind the Wotan line, including the vital railways radiating from Valenciennes, were heavily bombed.

In the course of the week 168 tons of explosives were dropped in the battle area. Ninety-two enemy machines were destroyed and forty-five disabled, while seventy-five British machines were reported as missing.

There are indications the aerial results of the enemy are seriously handicapped. A captured document

lays stress on the necessity of salvaging all bits of airplanes. The document says:

"In view of the situation as regards raw material, our airplane industry is more and more reduced to relying on the working up of instruments and motors saved from destroyed airplanes. The supply of material for the front has become essentially dependent upon the return of waste material from the front."

—

**INDUCTED IN CHICAGO, TOO.**  
(BY A. P. HUNT WEBER)

**SAN FRANCISCO, Sept. 8.**—James J. Worthington, union Federation

eral indictment here on a charge of using the mails to defraud in connection with the publication of a magazine called Little Children of the Poor, also in under indictment in Chicago, according to advice from Chicago, received today by Dist. Atty. Fickert. The Chicago indictment, according to Mr. Fickert, was returned against Worthington last March, charging him with conducting a confidence game. Worthington, who, it is charged, was operating under the name of W. D. Chase, could not be found when the indictment was returned.

THE CITY  
AND ENVIRONS.

**At Redondo Beach.**  
Although the official summer season at Redondo Beach is over, the bath-house, which is one of the best known on the Pacific Coast, will be open every day in the week and on Wednesday and Saturday evenings. Pacific Electric officials announced yesterday. The dance pavilion will be open also on Wednesday, Saturday and Sunday evenings and Sunday afternoons.

**W.V.C.A. Gym Classes.**  
The Young Women's Christian Association gymnasium opens Thursday, September 12, for the fall term. There are morning, afternoon and evening classes giving systematic training in military drill, gymnastics, apparatus work, Indian clubs, dumbbells and wand drill, folk and acrobatic dancing and games. This is followed by a lesson in swimming. Registration begins next Tuesday.

**For Men Growers and Dealers.**  
H. Clay Miller, Pacific Coast representative of the United States Food Administration and of the Bureau of Co-Operation of Purchases, will hold an important public meeting in the opera-house at Oxnard tomorrow afternoon at 2 o'clock. All those in Southern California who are interested in growing and distributing beans are invited to attend this meeting.

**Another Kansas Society.**  
About 100 former residents of Newton, Harvey county, Kan., met in Lincoln Park yesterday and formed the Newton-Harvey County Association of Southern California. Officers were elected as follows: President, W. A. Allen, No. 450 Pershing building, Los Angeles; vice-presidents, Mrs. Thomas Sheridan of Los Angeles and Mrs. Samuel Swartz of Long Beach; secretary, Mrs. C. H. Northington of Santa Monica.

**For City Jobs.**  
The Civil Service Commission has announced examinations on the following dates for positions in the municipal service: September 22, humane animal inspectors, salaries \$90 to \$100 per month, two vacancies; September 23, fire inspectors, salaries \$110 per month, age limits 21 to 25 years, residence rule waived. Further information and application blanks may be secured upon application in person at room No. 4, Normal Hill Center.

AERIAL MAIL PILOT  
ARRIVES IN CHICAGO.

**INDUSSE THROUGH GREENS AVIATOR BRINGS FIRST AIR MAIL FROM NEW YORK.**

(BY A. P. NIGHT WIRE.)  
CHICAGO, Sept. 6.—Max Miller arrived in Chicago at 7:05 o'clock tonight with the first aerial mail from New York. He left the eastern city at 7:05 o'clock, eastern time Thursday morning, requiring thirty-six hours and fifty-six minutes for the trip.

Much of this time was consumed in an overnight rest at Cleveland, the aviator having been driven 150 miles out of his course yesterday near Pittsburgh.  
Miller was greeted by an immense throng in Grant Park, where a war expedition in show-bus form, headed by Edward V. Gardner, who left New York some time after Miller, had arrived. Under a brighter light he recognized Miller. The mail brought from New York was hurried into motor trucks and rushed to the post-office in four minutes.  
Edward V. Gardner, pilot of the second airplane with mail from New York, landed at Willow, Ind., at 7:30 o'clock tonight on account of smoke and darkness. He will drive his machine to Chicago in the morning. Flares were kept burning in Grant Park until nearly 10 o'clock, when word of Gardner's descent was received.

SALES OF SECURITIES  
BANNED DURING LOAN.

(BY A. P. NIGHT WIRE.)  
WASHINGTON, Sept. 6.—The government's Capital Issues Committee announced it will not approve the sale of any securities during the fourth Liberty Loan campaign, between September 25 and October 19, except refunding issues to take care of maturities within that period.

SCHOOLS WILL GET  
SUGAR FOR CLASSES.

(BY A. P. NIGHT WIRE.)  
SAN FRANCISCO, Sept. 6.—Sugar is to be supplied all California schools teaching domestic science and for use in school lunchrooms, the Federal Food Administration announced here today in making public an order from Washington rescinding a previous order forbidding sugar for such purposes.

## SUGAR RATION STAYS SAME.

(BY A. P. NIGHT WIRE.)  
WASHINGTON, Sept. 6.—Retention of the present sugar ration of two pounds a month for each person was announced by the Food Administration today.

SHIP QUANTITIES  
GAS AND MASKS.

Enough Latter Produced Now to Supply All Needs of American Forces.

(BY A. P. NIGHT WIRE.)

WASHINGTON, Sept. 6.—Production of gas and of gas masks in the United States has reached the point where shipments in great quantities are being made. Maj.-Gen. Sibert, chief of the chemical warfare service, said today. Enough masks are being produced to supply all the needs of the American forces. Improvement in the protective equipment of the Allies has reduced in a marked degree gas casualties, it was officially stated.

MAKING OF BEER  
TO END DEC. 1.

(Continued from First Page.)

ate conference—also regarded friendly to the legislation—were appointed: G. O. Oklahoma; Smith of South Carolina; Smith of Georgia; Kenyon of Iowa; and France of Maryland. How long the bill would be in conference was regarded doubtful. Prohibition advocates believe it soon will go to the President, who participated in conferences culminating in the Senate compromise for extension of the effective date. The war revenue bill and House plans for a recess were admitted obstacles.

**AMENDMENTS REJECTED.**  
Eleventh-hour efforts to extend the time for manufacture of beer and wine and disposal of stocks of intoxicating beverages were futile, the Senate rejected without a roll call an amendment by Senator Phelan of California to make the prohibition effective December 30, 1919. The Senate rejected, 38 to 15, an amendment by Senator Bankhead of Alabama proposing a commission to report to Congress the actual value, not exceeding cost of the article, with a view to an appropriation for reimbursement of owners.

During the Senate controversy, opponents of the bill—especially spokesmen for wine industries—declared it will ruin many interests by not giving them enough time to close up their affairs. Effect on Federal revenue and the new war tax bill also were arguments used by the opponents.

Prohibition leaders say that demobilization of troops may require one or two years after the war, continuing operation of the law certainly until after the spring of 1920, when they confidently expect the national constitutional amendment for prohibition will have been ratified by the States.

ASK GOVERNMENT AID  
IN GOLD PRODUCTION.

(BY A. P. DAY WIRE.)  
SPOKANE, Sept. 6.—Resolutions asking government aid to producers of gold, to meet increased cost of production, were adopted at last night's session of the conference of mining men representing six Western States, Alaska and British Columbia, called by the Northwest Mining Association.

Besides a government bounty on gold, the resolutions ask that priorities be secured on mining machinery, equipment and supplies, and that pre-war freight charges as to these articles be put into effect; that labor be assigned by the government to gold-producing mines; that motor truck roads and trails be built to producing and promising gold mines; and that financial aid be extended by the government to gold miners approved by special examiners.

WANT STATE LICENSE  
TO PASS ON TITLES.

(BY A. P. NIGHT WIRE.)  
RIVERSIDE, Sept. 6.—A proposal that all individuals or companies passing upon land titles in California be required to obtain a State license was made at today's session of the State convention of the California Land Title Association, which began a two-day meeting here today.

The proposal was made by James Kelly of Merced. It was placed in the hands of the legislative committee with instructions that a tentative bill be drafted for presentation to the State Legislature if approved by the membership of the association.

## BUSINESS BREVITIES.

New fall models in hats for men now ready. Colors and shapes to satisfy all. Quality the keynote in these "lids." Let us suggest you "get under" one. Harris & Frank, Spring near Fifth.

The Times Branch Office, No. 619 South Spring street. Advertisements and subscriptions taken. Telephone Pico 70, 10391.

Yarn for knitting, at wholesale prices. A. Brick, 745 S. Broadway. Have the best. Stocked pictures.

The Exclusive Specialty House  
Myer Siegel & Co.  
443-445-447 S. BroadwayTailored, Glove Fitting  
BANDEAU  
BRASSIERES

The kind that helps your dress to really fit.  
In Treco, open front and back \$1.00  
In silk, open front and back \$1.50  
In satin, open front and back \$2.00  
In mesh \$50c-65c



Best set (note better, no matter how much you pay) includes your choice of material, double action Natural Gum, and guaranteed 10 years. \$2.00  
Gold Crowns \$1.00  
Porcelain Crowns \$1.00  
Gold Fillings \$1.00  
Gold Inlays \$1.00  
Synthetic Porcelain Fillings \$1.00  
Gold Inlays \$1.00  
Silver Fillings \$1.00  
Silver Crowns \$1.00  
Nerve Treatment (Painless) \$1.00  
Teeth Extracted (Painless) \$1.00  
X-Ray Examination \$1.00  
OLD GOLD in extracted teeth in value \$1.00 per ounce or silver full value for it as dental work.  
No charge for painless extracting when plate or bridge work is ordered.  
ONE PRICE ONLY  
REMARKABLY LOW PRICES  
NOT A DENTAL PARLOR. A private, high-class, up-to-date, RADIUM TREATMENT office, with sterilized instruments and gentlemanly operators whom you will not be ashamed to recommend to your friends.  
EXAMINATION FREE  
Hours 8:30 to 6:00  
DR. FAIRFIELD  
320-322 S. Broadway, Theater Bldg.  
535 South Broadway, Both Phones.

**Diamonds  
SELL YOURS  
FOR CASH**  
Our offer will interest you.  
J. C. Ferguson F3516  
320-322 S. Broadway, Co. 10 & 12th.

**Woodill & Hulse  
Electric Co. Inc.**  
111-113 EAST 3RD ST.  
'JUST AROUND THE CORNER FROM 32nd MAIN'

**JEVINE'S**  
RDY 4000  
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Arrowhead Springs Products  
Still C-P  
Grand Central Market  
Free samples Arrowhead Springs  
Water Works and Oliver Allen  
ARROWHEAD SPRINGS CO. INC.  
Phone 27905, South 381

**CHICHESTER'S PILLS**  
FOR BRITISH AND AMERICAN  
DRUGGISTS EVERYWHERE

**D. BONOFF  
FURRIER**  
LATEST FUR FASHIONS.  
New Location.  
810 S. Broadway. Phone 13613.

**EXPERIENCED SPECIALISTS**  
Look at Dr. Shores & Shores record 25 years continuous success specializing in Catarrh, Gonorrhea and Syphilis. Diseases of men and women. They are reliable. They will treat you absolutely on the square. Consultation free. Rooms 605-5 S. Broadway. 534 S. Spring St. L. A. Office. Hours 9 to 12. 1 to 5:30; Sundays, 10 to 12.

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Yarn for knitting, at wholesale prices. A. Brick, 745 S. Broadway. Have the best. Stocked pictures.

**THE GUMPS ANDY HAS CLOSED HIS FISHING SEASON.**

**POOR ANDY**  
HE GOT  
EVERYTHING  
ON HIS  
VACATION  
BUT WHAT  
HE WENT  
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Stringing Bill?

A Tailored Suit Fits the Neck

—and all your figure down to your shoes, because of careful designing, fitting and finishing.

Custom-made Clothes are individual clothes, made to your identical measurements.

Fall Opening Next Week See Our Displays

AR Brauer & Co.

Two Spring St. Store

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CHICHESTER'S PILLS

FOR BRITISH AND AMERICAN

DRUGGISTS EVERYWHERE

WANT STATE LICENSE TO PASS ON TITLES.

(BY A. P. NIGHT WIRE.)

RIVERSIDE, Sept. 6.—A proposal that all individuals or companies passing upon land titles in California be required to obtain a State license was made at today's session of the State convention of the California Land Title Association, which began a two-day meeting here today.

The proposal was made by James Kelly of Merced. It was placed in the hands of the legislative committee with instructions that a tentative bill be drafted for presentation to the State Legislature if approved by the membership of the association.

**BUSINESS BREVITIES.**

New fall models in hats for men now ready. Colors and shapes to satisfy all. Quality the keynote in these "lids." Let us suggest you "get under" one. Harris & Frank, Spring near Fifth.

The Times Branch Office, No. 619 South Spring street. Advertisements and subscriptions taken. Telephone Pico 70, 10391.

Yarn for knitting, at wholesale prices. A. Brick, 745 S. Broadway. Have the best. Stocked pictures.

**THE GUMPS ANDY HAS CLOSED HIS FISHING SEASON.**

**POOR ANDY**

HE GOT

EVERYTHING

ON HIS

VACATION

BUT WHAT

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FISH

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## Grand Central Public Market

TWIN  
BAGS

The kind that you can carry your packages home forever in. Capacity—always room for one more package.

Regular retail price

40c. Saturday only

25c

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For Bright's Disease, brick dust deposit, back aching, rheumatism, etc.

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The Best in Oriental Rugs

340 South Broadway

PERFECT

FUNERALS

TRUST PRICES

The Trust Fight

Waged all over the State by the Godeau Funeral Service, to compel Trust underwriters to charge only fair and equitable prices for funeral home built a State-wide business, of which Godeau Martinoni is the Los Angeles branch.

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Godeau-Martinoni

827 South Figueroa Street

Shipments to All Parts of the World.

No Extra charge for funerals in any part of Los Angeles county.

Godeau Funeral Service has branches in San Francisco, Oakland, Stockton.

PHILLIPS GAIN OVER WILCOX IN WISCONSIN.

(BY A. P. DAY WIRE.)

MILWAUKEE, Sept. 6.—Gov. Phillip was in the lead by 197 votes over Senator Wilcox in the Republican gubernatorial primary race at 2:30 o'clock this afternoon.

About 100 precincts were still to be heard from.

THE WEATHER.  
[Official Report.]

LOCAL OFFICE, U. S. WEATHER BUREAU, Los Angeles, Sept. 6.—(Reported by Fred J. Carpenter, Meteorologist.) At 5 o'clock a.m. the barometer registered 30.52; at 5 p.m. 30.54. Thermometer for the corresponding hours showed 69 degrees and 74 degrees. Relative humidity, 5 a.m. 51 per cent.; 5 p.m. 50 per cent. Wind, 5 a.m. south-southwest, velocity 5 miles; 5 p.m. west, velocity 11 miles. Highest temperature, 81 degrees; lowest, 62 degrees. Rainfall for season, 12.6 of an inch. Barometer reduced to sea level.

**WEATHER CONDITIONS.**—The barometer this morning is just over the Atlantic Coast State and the Appalachians from Tennessee to New York, and heavy amounts in the Middle Gulf States. New Orleans reporting 2.36 inches in the last twenty-four hours

[illegible]

## Congress Begins on Green Revenue Measure

## Levies Double Amount Nation Ever Attempted

**Plans Laid to Make Law  
Middle of October.**

(1ST A. F. NIGHT WIRE)  
WASHINGTON, Sept. 4.—  
out evidence of political  
Congress today began work  
greatest wartime measure in  
tory; providing  
\$24,000,000,000—\$5,000,000,000  
taxes and twice as much in  
—to pay America's share of  
of the war next year, and  
to its co-belligerents.

In the House, Democratic  
Kitchen, chairman of the War  
Means Committee, explained  
draft of the bill, while hearing  
it were begun by the Sen-  
nance Committee. Mr. Kitchen  
planation was interrupted the  
jourment of the day, an  
general discussion of the  
specific reference to the  
Beginning with the excess  
profits levies tomorrow, he  
to devote all of the session  
pleting his statement.

**CONSIDERATION TUESDAY**  
With Representative Ford  
Michigan, ranking Republican  
committee member, and others  
ed to speak on the bill, but  
tonight were that formal read-  
the measure, section by section.  
amendment would not begin in  
House before Tuesday or Wed-  
nesday.

Chairman Simmons of the Finance Committee, after Mr. Kitchen's statement, hoped the bill could be in the middle or last of October.

Kitchin told the House, "Twice as much as any nation the beginning of time has to collect from its people."

The taxes, the chairman said, will be hard to pay, but he said they would be borne "without injury to any industry or labor and that not a protest against it had been made by American business, which, he declared, is patriotic, too loyal, too big to shirk the financial burden of the war."

The war revenue measure, Kitchin declared, is absolutely necessary for the Government of Germany, places the burden equitably, and the country hopes it will meet with the approval of the administration and the country.

**SOLDIERS' SACRIFICE**  
 "These taxes are going to be to pay and hard to bear," he in resumed, "but I want every payer to know that the money is being used for the benefit of the country."

millions of our boys over-  
greater and harder, and  
making a greater sacrifice  
making it nobly and gladly.  
—“Every business man and

# Illustrated Magazine

**The Far-flung Settlement: "Land of the Setting Sun"**  
To the Ultimate West

## ULTIMATE WORLD PORT.

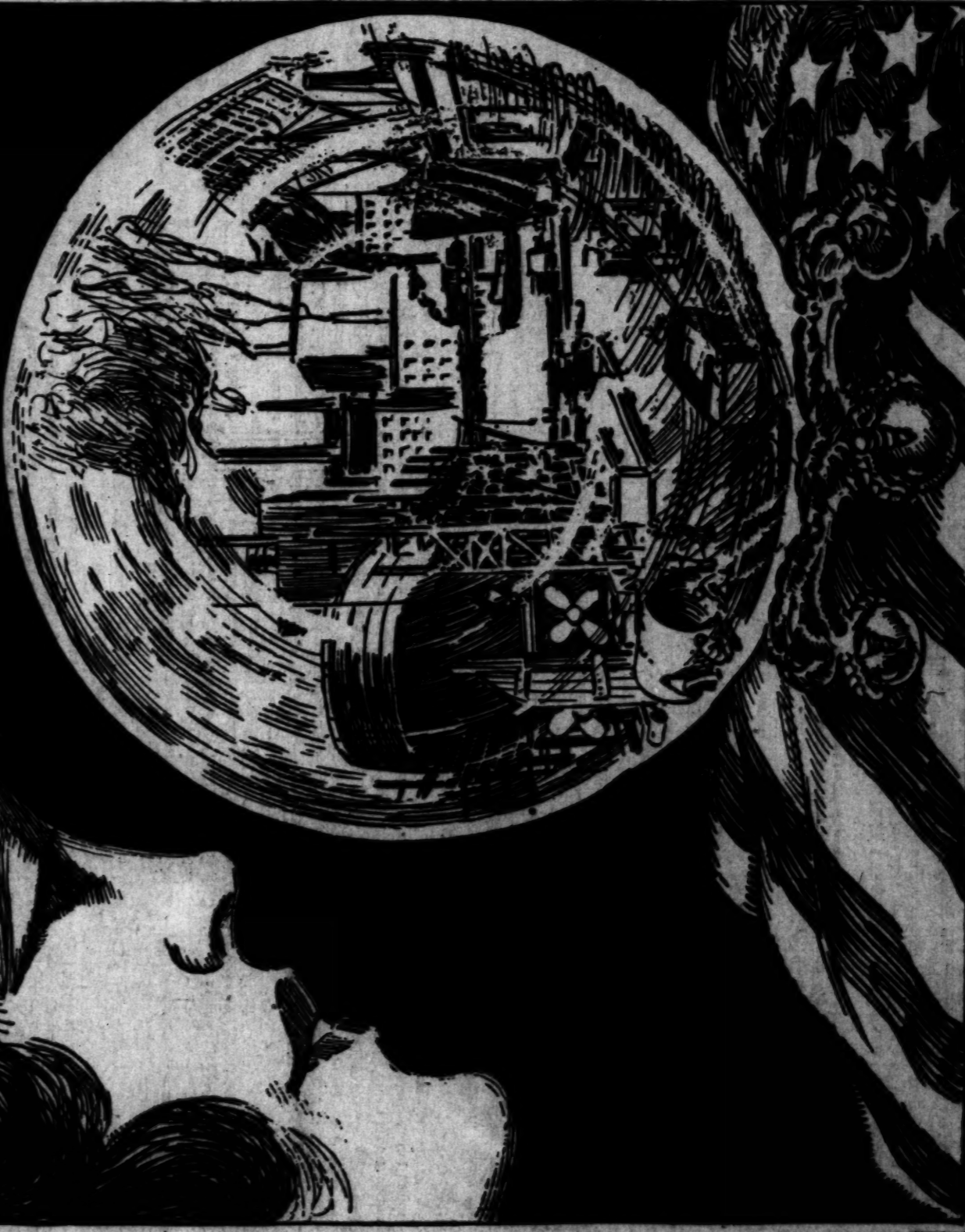
SATURDAY, SEPTEMBER 7, 1918.

HARBOR NUMBER.

# The Cities of DESTINY



PROGRESS



## Drama

• (1910) — 310,120.  
• (1915) — 697,557.

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Maj. Farber  
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Beverly Hills,  
Los Angeles  
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lectric tracks,  
Santa Monica  
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heavy two-car  
30 feet along

no identification could be made. He was transferred to parlor, and time, Coroner's license plate proceeded in car's identity six months ago army recruit. Juan Fernandez that time he Dallas, Tex., tive command u of that city. Dallas about

As the widow,  
he was pro-  
accident, and  
ber, 12 years  
ments will be

born in Ohio,  
and enlisted in  
a October 14,  
made first ser-  
geant Cavalry.

...in assumed, but I want to pay to know that the millions of our boys over greater and harder, and making a greater sacrifice making it nobly and gladly.

Every business man and taxpayer should understand every dollar in taxes that under this bill goes to help save its life. Some are ashamed that we only raise 600,000 by taxes. For the business itself are better years. I have found that cent of the business men patriotic and ready to hear them but they can afford to them and still be better off they were in the pre-war years.

"Business in the three years to 1914 had profits estimated at \$4,000,000,000. In 1915 they had profits of \$6,000,000,000. In 1916 they had profits of \$8,000,000,000. In 1917, during all the war taxes they had profits 60 per cent. more than they had in the days of peace. American business, after the taxes levied by this bill, they may be, have as they will still have more than \$1,000,000,000 more than it had before, and a billion and a half will be paid dividends."

Mr. Kitchin said the United States could finance the war by better than Great Britain, and Germany combined, at the time might come. Consumption taxes would be necessary, and if it ever did, American people would be give up all profits and all ever living expenses to win.

Chairman Simmons of the Finance Committee sat in throughout Mr. Kitchin's reasoning attentively.

Attendance of Representatives dwindled as Mr. Kitchin in taking up the bill by the chairman explained the tax, and replying to questions of a married member of would pay \$470 out of his \$7500.

**BACHELOR PENALTY**

"How about a single asked Representative Dunham.

"For being unmarried pay \$550," rejoined Mr. Great surtaxes on income provided by the bill, Mr. said in answer to Representative Moore of Pennsylvania, higher rates—the maximum being 45 per cent. on income of \$5,000,000 — might cause chase of tax-free securities adversely affect the market of any American citizen. The largest of \$30,000,000.

Representative Baker of nis asserted that hotel near cantonments have been buy hotel buildings during year, although their annual income was only \$7000. He asked if the knew of these "war profits" Kitchin said he had no information.

"Any information as to on aircraft?" asked Knutson of Minnesota.

"None," replied Mr. In citing a number of incomes, Mr. Kitchin was opinion that the man were "directly or indirectly in government service. Three officers of a pipe turing company, which name, had incomes of \$2,000,000 in 1917, as with \$21,000 in 1914, he said.

**Four Alaskan Chaplains** (BY A. F. CONNOR)

**JUNEAU** (Alaska) Alaska has already four chaplains to the include Rev. George Juneau, Rev. J. E. H. Tanaka, Rev. G. J. H. of Hoonah, and Rev. of Anchorage.

**STRIKE ON.** (BY A. F.) Sept. 6.—Two government on strike wages. They downtown dis-

## Building Big Ships at Top Speed to Win the War.

On the fifteenth day of December last a notable event took place at Los Angeles Harbor. On that day and in that place the first steel ship built there glided into the water from the ways of the Los Angeles Shipbuilding and Drydock Company. The enthusiasm of those gathered to witness that memorable event was engendered by the novelty of the occasion as much as by its patriotic significance. Since that time twelve ships have been launched from the same ways and it has become so much a part of the day's work that such an occurrence hardly calls for special news mention. Six of the twelve ships are already in government service and the others are rapidly nearing the final touches. Several weeks ago the glad news was received that the Acomac, for that was the name of this first steel freighter, had arrived safely in France. On its trial trip the Acomac bettered every government test and met every requirement.

On June 8, 1917, the present busy site of the Los Angeles Shipyards was a boggy stretch of tide land that seemed to offer no possibilities of future good. The following day ground was broken (or one might say water was pumped) for the foundation of the present yards. Not only was it necessary to pump water off the land for foundations but the dredgers kept busy for weeks filling in the space to elevate the land to the proper level above high tide. Not until then was it possible to begin the erection of what today is a plant that employs 9800 mechanics and is turning out two fully equipped 8800-ton steel ships every thirty days. The romance of the war, when it is written, will not all be of the battlefield. No words praise on "our boys" at the front. And perhaps in the glory of their achievement will be forgotten the struggles and triumphs of those who made a bridge of ships to France.

### BIG AUXILIARY PLANT.

In creating the steel shipbuilding industry in Los Angeles Harbor it was necessary for the Los Angeles Shipbuilding Company to establish at the Harbor an immense plant to provide for auxiliary activities.

This company is now turning out every single part of the ships they build with the exception of

the boilers and steel plates. Even the engines are locally made. All the furniture, woodwork and finishing is manufactured at the plant itself. An upholstery shop presents a busy appearance and the Los Angeles Yard own artists do whatever interior decorating is called for. Ordinarily, the life-boats, auxiliary machinery, such as hoists, steering gear and other parts are made by specialty manufacturers, but so complete are the units of this plant that these are all made at the Harbor. It is not even necessary to go any further than Los Angeles to get all castings required. All these activities require the time of practically 10,000 men who are receiving in wages over \$50,000 a day. Los Angeles, you should be proud of this plant, for of such will your future be made.

Working under the instructions of the Emergency Fleet Corporation the Los Angeles Shipyards are building standard freighters of the Robert Dollar type. This is a steamer of 8800 tons dead weight carrying capacity, is 481 feet long and 56-foot beam. The

engines are of 3500-horse-power and the boat has a required speed of about 10 1/2 knots.

### THIRTY SHIPS UNDER WAY.

The Los Angeles Shipbuilding and Drydock Company have, at the present time, thirty ships of this type in various stages of construction. Ten more have been contracted for by the Emergency Fleet Corporation, making a total of 40 ships which this yard will have completed by the end of 1919. To do so requires a speeding up of activities so that three ships instead of two may take the water each month. The total value of the ships will be \$70,000,000. The last contract for ten new freighters came to the Los Angeles Shipyards as an echo of Mr. Schwab's visit to Southern California.

"We view this shipbuilding activity of our section through the eyes of the future," declared Mr. Fred L. Baker, President of the Los Angeles Shipbuilding and Drydock Company. "We see in it an industrial future for Southern California that will endure for all time to come. It is admitted true by all that our section of the country has a climatic advantage not to be overlooked. The shortage of ships and urgent necessity for tonnage has given us an opportunity of proving our case. The Pacific Coast is destined to be the shipbuilding center of the country. No, I will say the world."

"Today shipbuilding and allied industries of Southern California have a payroll of \$125,000 to \$150,000 a day. These interests are taking deep root. They are substantial, not transitory. Each day they are becoming more permanent, more scientific. The industry as a whole is getting on a basis where dollar for dollar competition will bring its reward to the plant that can produce at the highest efficiency. When that day comes the industry here will be found to stand high in results."

Mr. Baker said that "with money and men well directed it is possible to accomplish anything." To Fred A. Gardner, the general superintendent of the Shipyards, fell the task of training the men. Many had never seen a ship before. Few had worked as constructors of them. There seems to be a good sized spark of adaptability in the American, however, which brings common sense to the rescue in solving a knotty question.



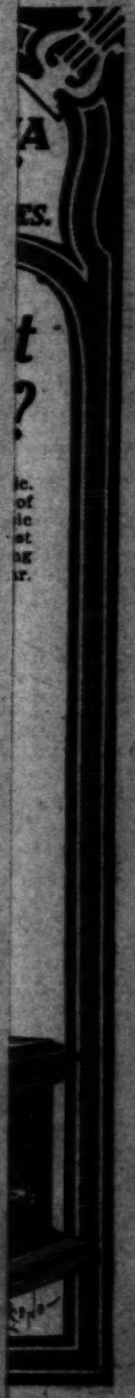
Two eight thousand eight hundred ton steel ships. Above, launching of the West Eral, August 17. Below, Acomac, first ship launched. This ship has met every requirement and is now in commission.

With some few men who knew working beside men who wanted to know, a force was soon gathered together that went at the job with the full determination to soon be real shipbuilders.

### ALL BUILT BY CONTRACT.

It is interesting to the public to know that all ships are now let on a contract basis. The Emergency Fleet Corporation penalizes the yard that delays the completion of a ship and rewards the one that speeds up production. Each ship is built according to rigid specifications and the contract is let only after the officials have satisfied themselves that the building company can handle the situation. Then a certain fixed price is set per ship which cannot by any means be exceeded.

The days of hit-and-miss, haphazard building have passed if they were ever here, and today the shipbuilding business is as exact in its practices as any other business of a private or public nature could be. This great industry is officered by the following men, names familiar in the industrial and commercial life of Southern California: Fred L. Baker, President and Treasurer; F. L. Maphaly, Vice-President and General Manager; Daniel Murphy, Vice-President and Assistant Treasurer; Stoddard Jess, Director; J. S. Sartori, Director; Fred A. Gardner, General Superintendent and Chief Engineer; Roy Caverley, Naval Constructor.



ments will be born in Ohio, is enlisted in a October 14, made first Cavalry. he was lieutenant of ion from the at time. He man in the 1892, a Cavalry. No major in the 3, 1911, and 1913, at he served thirty In 1939 he Infantry and late training

The city, in the past few years, has provided maintenance against whatever emergency or emergency may arise. The city, in the past few years, has provided maintenance against whatever emergency or emergency may arise.

Those people who are most conversant with the shipping of the harbor predict that the activity of the world's trade will center in Los Angeles harbor. Those people who are most conversant with the shipping of the harbor predict that the activity of the world's trade will center in Los Angeles harbor.

The Harbor of Los Angeles is developed in a manner and to an extent that will meet the demands of commerce, no matter what those demands will be, or may be.

# HARBOR MAKES WORLD TRADE OURS.

Los Angeles Times

An illustrated edition presenting in authoritative articles the big and important facts about San Pedro, Wilmington and Long Beach harbors.

WORK WILL WIN THE WAR.

## Our World Port.

IN CARRYING on its war work, in strengthening its industrial and financial resources and in preparing for trade and industrial extension on a big scale in the future, Los Angeles is powerfully aided by its harbor facilities. For years the people of this city have recognized the tremendous value of the waterfront and the importance of developing such a splendid natural asset. That the investments of the city and nation were wisely made was not questioned. That many dollars in direct returns would be received for every dollar expended was the unqualified assertion of men who have given the subject careful study.

Now, with unprecedented demands to meet war conditions and the opportunity to prepare for and obtain a big share of the world's trade, the harbor as an asset looms bigger and more important than the most extravagant predictions.

This number of The Times has had the indorsement and co-operation of the chambers of commerce of Los Angeles, San Pedro, Wilmington and Long Beach. Because contributors to it are men who are acknowledged authorities on harbor subjects and on the development of trade and industry, the shipping facilities have brought about, the edition is virtually official.

Men who know most about harbor conditions and their effect on Los Angeles and other Southern California communities make the strongest predictions as to the increase of business in the future. Writers in this issue make assertions and predictions of world trade for Los Angeles that are almost staggering, yet these predictions are made by careful, conservative business men who are not given to idle dreaming and whose words are bound to carry weight and conviction. They agree that of the factors that will make Los Angeles a busy, prosperous metropolis of 1,000,000 population our harbor and shipping facilities constitute the biggest.

## MORE MACHINE SHOPS.

The scarcity of heavy machinery has made a big demand for machine shops for shipyard work and several that were formerly engaged in general work have practically been taken over by the shipyard either by purchase outright or contracts that will keep the shops going full capacity on shipyard work.

When the Southwestern yards opened at East San Pedro one of the first things the management did was to purchase the Hipple machine shops at a price that would have been unknown in normal times. Then a contract was let to the Regan Forge and Engineering Company that will keep the plant running exclusively on shipyard work for several years. The plant will be enlarged to do all the forging on the ships to be built for the government at this plant excepting the larger shafts, which will be made in the East.

The result has been that all the machine shops in the harbor district have all the work they can take care of and much of it has to be sent away because of lack of facilities for taking care of the normal work on top of the shipyard construction work.

## Dry Dock to Be Next in the Line of Harbor Development.

By OSCAR C. MUELLER, President Los Angeles Chamber of Commerce.

FEW PEOPLE realize the extent and importance of the port of Los Angeles. We have a broad harbor, protected by breakwater more than two miles long. Municipal Pier No. 1 fronts on a channel 400 feet wide, with a depth of thirty-five feet, low tide. On this we have a steel, asbestos protected, metal transit shed, as fine a structure of its kind as has been constructed anywhere.

In the inner harbor we have 20,000 feet of channel, 200 to 600 feet wide and preparations are now under way to widen the main channel to 1000 feet.

One of the most important features conducive to shipping the year round is that Los Angeles harbor can be entered in any kind of weather and there is no bar to be encountered. In the outer harbor an anchorage is afforded of 375 acres.

The city has completed 5450 feet of wharves and 3130 feet of freight sheds in the inner harbor, and 2920 feet of wharves and 1800 feet of freight sheds in the outer harbor; and owns 2194 feet of wharves on the east side of the main channel acquired by the expiration of franchises. In addition it has 1800 feet of wharves devoted to the fishing industry. The municipal wharves are now equipped with facilities to handle at least 250 tons per foot per annum without undue congestion.

## ADVANTAGE OF RAILROAD CONNECTIONS.

The railroads coming into Los Angeles cross the continent at the most advantageous locations. Brig.-Gen. Casey, in making a report to government engineers, referred to this advantage as follows: "Two through lines, the Southern Pacific and the Santa Fe systems, cross the continent from Los Angeles at much lower elevations than the northern lines, and also connect the Pacific with the Gulf of Mexico."

The Pacific Electric Interurban Railway connects all of the interior cities within a range of sixty miles from Los Angeles, having mileage of 1060. The trunk lines of the State highways are connected by 1140 miles of boulevards, including the streets of the towns on their routes. This electric railway connection with the harbor is not excelled anywhere. The city owns thirteen miles of harbor belt line railroad over which all railroads serve the port facilities.

After the war there will be an immense amount of freight passing through the Panama Canal for our municipal docks. The distance from Los Angeles to New York via the Straits of Magellan is 12,853 miles, while from Los Angeles to New York via the Panama Canal is 4980 miles, or a saving of 7873 miles.

During the first six months following the opening of the canal, over thirty-one per cent. of all ships coming to this coast through the Panama Canal from the Atlantic seaports docked at one of our municipal wharves.

There was little development work at the harbor from the time that Dana visited it in 1859 and described the harbor in his "Two Years Before the Mast" as a place "where hides were rolled down the bluff at the 40-acre government reservation to small boats that transferred them to vessels anchored in the bay" until recent years.

The harbor originally was defined by army engineers in 1897 under the direction of the Walker Board, while the present harbor lines were located in 1908. With the consolidation of the City of Los Angeles, San Pedro and Wilmington, nine years ago last month, the harbor started upon its wonderful career; \$5,500,000 have been expended

## WHAT HAS BEEN BUILT IN SIX YEARS.

by the city since that time, although the construction work was not begun until 1912.

At the present time the city has more than 12,000 linear feet of wharves, 4930 linear feet of transit sheds—latter of the most modern type. If we take the present pierhead lines, we find that there are nearly twenty-five miles available for wharves. Over a third of this has already been constructed.

The fame of the harbor has been greatly enhanced by the fact that fuel oil is being constantly loaded there. Two hundred miles of pipe lines have their terminals in tankage with a capacity of upwards of a million barrels of fuel oil. Every grade of crude, fuel, lubricating, gasoline, distillate and kerosene is handled extensively and in quantity, 6,262,345 barrels being exported in one year.

The three pipe lines heretofore mentioned bring the oil from the following fields: General Petroleum Company, Kern fields, 123 miles; Standard Oil Company, Fullerton fields, 50 miles; Union Oil Company, Fullerton fields, 28 miles.

The Standard Oil Company's splendid plant embraces a casing department for gasoline and kerosene, as well as lubricating oils, to take care of the export trade to the South Pacific, as well as interior markets. This plant occupies 10 3/4 acres on the inner harbor, while the other two companies jointly use the loading station located on the breakwater with a capacity of 70,000 barrels per day.

## STEAMSHIP LINE TO FOREIGN COUNTRIES.

It is necessary to have a steamship line running out of the harbor to foreign countries. If we will obtain our share of foreign trade, it means the establishment of such a line. Many of the ships now being constructed here undoubtedly will be used for a Los Angeles line to carry the products of factories and field to the ports of the world. The Huns have lost the trade of South America, Australia and the Orient and it is our business to see that the docks of the ports of these countries be well loaded with goods marked "Made in U. S. A."

The shocking brutalities of Germany will prevent her from regaining her trade, but we must be prepared to sell the merchants who were formerly the customers of the German exporter.

The importance of a dry dock cannot be overestimated. In San Francisco one is being constructed at Hunter's Point which will cost, with the necessary equipment, about \$2,000,000, while there has been recently completed at Balboa, by the Panama Commission, a dock at a cost of \$2,500,000.

## EARLY SELECTION OF DRY DOCK SITE.

The recent visit of Mr. J. H. Rosseter, chairman of the operating department of the Emergency Fleet Corporation, it is believed, assures the early selection of a site for a dry dock. This equipment is very much needed at the harbor. There are several ideal sites for the construction of such a dock. The Chamber of Commerce has been urging this construction for many years.

When Mr. Schwab was here in July, he had the opportunity to see for himself the necessity for a dry dock, particularly in view of the fact that there is no such equipment between San Francisco and the Panama Canal. Inasmuch as there are now contracts for sixty-five steel ships in the various shipyards of the metropolitan industrial district, the necessity is all the more apparent.

According to the very comprehensive report issued by the Helm Commission, our harbor is "admirably adapted as a submarine training base." Admiral Helm calls attention to the fact that personal inspection and the almost unanimous testimony of officers experienced in submarine and torpedo work on the Pacific Coast, left no doubt in the minds of the members of the commission that the harbor was desirable for this purpose, and in the report issued by the commission, these salient characteristics of the harbor were set forth. When this commission visited Los Angeles we were in a position to offer eight different parcels of land for consideration for naval purposes.

Los Angeles harbor is destined to be ranked with the world's leading harbors and its great future is assured if we realize our responsibilities in its development.

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of the season's pack of sardines and tuna at multiply that by nine and get the result. But that is another story. So one can well connect the two plants and then the reader can see how the tomato puree is made in another plant of the company. This is a delicious tomato puree. The company, with full faith in California and the United States, is on that spot making the only landlocked harbor between Los Angeles and San Francisco. The map on this page shows what it will be in another year. At present some of the channels are not deep enough for the big ships. The map on this page shows what it will be in another year. At present some of the channels are not deep enough for the big ships. The map on this page shows what it will be in another year. At present some of the channels are not deep enough for the big ships.

## These Successful Plants Can Food on a Big Scale.

Saturday, September 7, 1918.

## Wilmington, Los Angeles' Inner Harbor, a Magnificent Asset.

Wilmington is the inner harbor of Los Angeles, and pertinent to that one can say that the great harbors of the world are "inner harbors." What is true of Wilmington is also true of London, Hamburg, the Bosphorus, which is closely landlocked; Copenhagen, a network of channels; New York, Liverpool, Seattle, Portland, New Haven are the more prominent ones that are amply guarded from the ravages of the sea. To appreciate the happy environment of Wilmington one has but to look at the map in this issue and notice its nearness to the throbbing heart of the city. Then recall that it is a seaport, with great wharves, immense warehouses, shipyards, packing-houses, oil refineries, machine shops, jobbers, outfitters and fishermen. Wilmington is a compact city of modern buildings, thirteen miles of paved streets, all with storm drains, sewers and gas mains.

### DEEP WATER.

Wilmington's water front has a depth ranging from twenty to thirty feet, with 6451 feet of wharves and a half mile of warehouses, all of which are now

bank of \$15,000,000 annually and no homes for those who labor. These conditions maintain while building lots are to be had at a minimum price and when improved with homes will pay at least 20% on the investment and at the same time give the mechanical armies of America a comfortable home at a rate that they can afford. Truly, Wilmington is a rich spot for real investment. Shipbuilding is not a matter of the minute. Commerce is as staple as old wheat in the mill. So there is every reason to predict a rapid

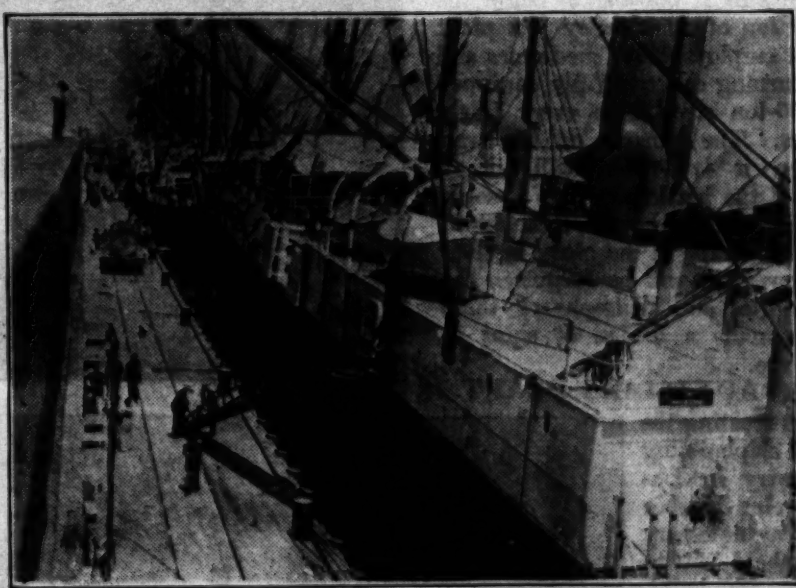
supervision, soil that is as rich as the Imperial Valley lands, extending as far as the tides that ebb and flow, where the land is as level as a floor, a city built, ready for the building, an industrial hive from which the bees are forced to go for rest. And why? Simply because many who own lots are waiting for the high tide of prices which will come in time, but only through the improving of the lots with homes.

The government is greatly concerned about the housing proposition

wharves and warehouses, are ready to accommodate the world's commerce. The legal status of the title to the tidelands has been finally adjudicated and hundreds of acres of harbor land are now available for industrial and commercial sites.

Eighteen miles of sewers and trunk sewers take care of present sewerage and form the basis for a complete sewer system as the townsites is being built up. Six miles of storm water drains and trunk lines conduct the storm waters from the principal streets into the bay and constitute the base for a general system of storm drains as future developments may require. There are over five miles of oil-paved streets in the residence section, to which the street department is continually adding as funds become available; hundreds of miles of water mains, gas mains, electric light and power lines and telephone lines provide the business houses and the homes with these modern conveniences.

The Pacific Steamship Company makes regular sailings from its own pier and warehouse at Wilmington and the American-Hawaiian Steamship Com-

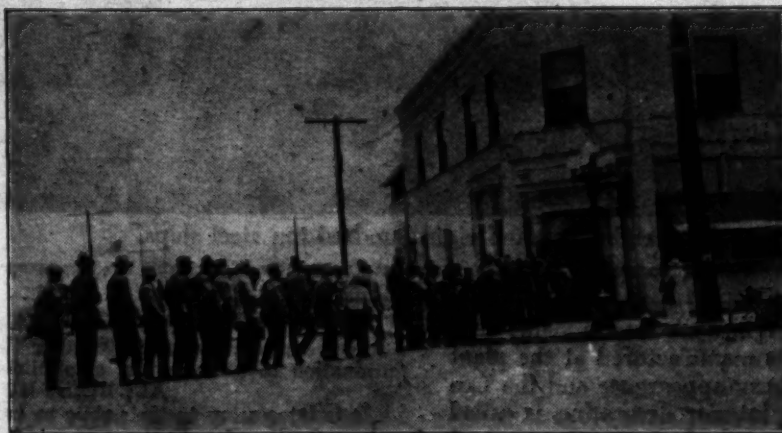


taxed to capacity. Little wonder, too, for Wilmington is an integral section of Los Angeles, is a terminal point, enjoys the same freight rate on a transcontinental haul, making it in reality the "front door" to Los Angeles.

Wilmington not only sends a great fleet of fishing boats to sea daily to supply the demands of four great tuna-packing houses, the McCrosky and Stafford plants, but today is an important factor in supplying the government with vessels to augment the coming fleet of merchantmen that will make America first in world commerce.

### MORE HOUSES NEEDED.

Thousands of men delve in wood, iron and steel, shaping great ships to carry the commerce of the world to the far corners of the earth. Cold-blooded as it may read, those thousands are practically homeless as far as Wilmington is concerned, for in the recent years hundreds of people invested in Wilmington lots and lands and have not seen fit to improve their holdings. Just think of a pay roll through one



Scenes at Wilmington.

Top, schoolhouse. Left and right, typical waterfront scenes. Below is shown, not a run on the bank, but pay day.

and permanent growth for Wilmington, from which eight thousand men now go every day to seek rest in homes elsewhere.

There is no reason why such a condition should exist, other than that people do not know the facts pertaining to the doorstep of Los Angeles. The best of schools under Los Angeles

and wishes to protect the thousands who are working at the harbor and who truly form the second line of defense.

### FOUNDATION FOR BIG CITY.

A splendid foundation has been laid in Wilmington for a big city. The harbor is no longer a conjecture; it is a reality; miles of channels of deep, navigable water, lined with modern

pany will renew sailings from port as soon as peace is declared.

At present the following-named big plants are operating in Wilmington: The Los Angeles Shipbuilding and Drydock Company, the Fulton Shipbuilding Company, the Chandler Shipbuilding Company, the South Coast Shipbuilding Company, the French-American Shipbuilding Company and the National Engineering Corporation. The Diamond Match Company has an extensive plant at Wilmington, the Union Oil Company an immense refinery, under construction, the Consolidated Lumber Company and Marine Equipment Company, all of which are served by the transcontinental railroads and the Pacific Electric system of railroads.

### TWO THOUSAND HOMES NEEDED AT WILMINGTON.

Wilmington glories in its active Chamber of Commerce headed by C. H. Eubank, president; F. C. Cary, vice-president, and Jay M. Love, a live wire, secretary. The board of directors includes such men as George C. Flint, E. Opp, W. S. Thatcher, P. J. Pichenie, Henry E. Carter, M. J. Travis, Andrew Young, V. Garcia, Henry Lembke, W. S. Goldie, Sam Hornstein, H. D. Final, George E. Russell, J. T. Rowan and P. W. Porter.

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IN CARRYING ON ITS WAR WORK, in  
Our World Part.  
WORK WILL WIN THE WAR.  
An illustrated edition presenting in authoritative  
articles the big and important facts about  
San Pedro, Wilmington and Long  
Beach harbors.

FEW PEOPLE realize the extent and importance of the port of Los Angeles. We have a broad harbor, pro-  
a depth of thirty-five feet, low tide. On this we have a steel, asbestos protected, metal transit shed, as fine a  
structure of its kind as has been constructed anywhere.  
In the inner harbor we have 20,000 feet of channel, 200 to 600 feet deep.

Los Angeles Times  
HARBOR NUMBER  
OF THE  
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# THE HARBOR MAKES WORLD TRADE OURS.

## BY MAYOR WOODMAN.

THE Harbor of Los Angeles is developed in a manner and to an extent that will meet the demands of commerce, no matter what those demands will be, or may be.

As commerce increases, proposed facilities can be constructed, keeping ahead of that demand in a manner almost without limit.

It is possible to develop seventy-five miles of commercial frontage without congestion, and at the same time provide facilities for such government construction as may be placed here.

We must remember that the world's trade has been completely upset, and in the war Los Angeles has been one of the great beneficiaries. It is bound to receive a very large proportion of the Pacific trade and the Panama Canal trade.

The great line of trade between Europe and the Orient passes less than 100 miles from the Port of Los Angeles. It is the nearest port to the Panama Canal.

Those people who are most conversant with the shipping of the future predict that the activity of the world's trade will center on the Pacific.

It is a very difficult matter to draw lines of trade from a port, once established, and had it not been for the breaking up of the lines of trade, Los Angeles would have been compelled to slowly build up an ocean trade in the years to come. As it is, she stands the same chance that every other port does, and has the advantage of her geographical location, and also the fact that she is the nearest water terminal connecting with the commercial facilities of the Middle West. Salt Lake is over 100 miles nearer to Los Angeles than any other Pacific port, and that is the distributing center for the Central West trade.

We have the promise of the officials in control of operations of the Shipping Board that they will furnish us all the vessels that the commercial interests of Los Angeles will provide cargoes for.

The port is developed, the dry dock is

# LOCATION ONE OF PORTS BIG ASSETS.

## BY MORRIS M. RATHBUN.

ROADLY speaking, a harbor bears the same relation to a city that does the back country. The center of a rich agricultural community is fortunate if its contiguous territory. We have many important trade centers, but it will be noted that all of the most important markets of this country and of the world are those cities having access to navigable water.

World trade has assumed such vast importance in the United States during the past two years that all harbor cities may well take stock of themselves and give a glance into the future. Los Angeles, particularly, at this time should study carefully its foreign trade possibilities and the potential value of its harbor.

Los Angeles is one of only four of strictly important ports in the United States or in a position to acquire this frontage. The significance of this condition is made apparent in the recent report of the Bureau of Foreign and Domestic Commerce on port development, which says:

"In recent years there has been a decided tendency toward public ownership of water front property, due in part to the community value of a port and in part to the increasing tendency of Congress to require communities receiving Federal aid in harbor and waterway improvements to maintain public terminals. In this connection the report of the Bureau of Foreign and Domestic Commerce says stress upon the fact that only a few ports in the United States, namely, Los Angeles, San Francisco, San Diego and New Orleans, own a major part of their water front or are in a position to acquire it."

**Development of Pacific Shipping.**

AS SHIPS are now, the lack of shipyard in the world, although every our own along the Pacific Coast is busy in feverishly, and unprecedented activity in the shipyards of Japan and China. It appears obvious that there will be put forth a tremendous effort to develop Pacific shipping following the end of the war in Europe.

Los Angeles has a peculiar interest in this struggle for Pacific trade, as its port gives it an avenue for municipal development that if kept open will lead to tremendous trade possibilities.

It is an elementary principle of economics that trade follows the flag of transportation. Thus, it seems, that while our harbor potentially is fitted to make our city among the leaders in commerce, its functions are somewhat nullified by the absence of shipbuilding companies and lack of enterprise and capital to create new transportation lines that will bring the harbor to its full capacity of usefulness to the community.

The Los Angeles Chamber of Commerce has reason to believe that the development of commerce at the Los Angeles Harbor, mented by the city railway system of 391

Following the close of the war, will be proportionate to its shipbuilding programme since the war. There are paramount agencies that may be expected to figure conspicuously in the readjustment of world trade lanes, now going on, and which will continue for a period after the war.

**Advantages Now And After The War.**

THESE briefly stated are:

Large unused storage space.

Vast quantities of varied supplies adjacent.

Good local transportation facilities connecting with three transcontinental railway lines and all ship lines of the Pacific.

Geographical position that is of strategic and economic value.

The harbor at this time is being operated to only about one-tenth of its capacity. Wharves, transit sheds, warehouses and other storage facilities are ready for immediate service. Space for 1,000,000 tons of merchandise is distributed along six and three-quarters miles of operating docks.

Already the greatest export oil port in the world, there is every indication that there will be further development in this industry. The General Petroleum Company brings its products 123 miles through pipe lines from the Kern fields; the Standard Oil Company brings its product fifty miles from the Fullerton fields and the Union Oil Company twenty-eight miles from the Fullerton fields. These companies maintain enormous reserve supplies in their operating fields in addition to the storage capacity of some thing over 1,000,000 barrels in the vicinity of the harbor. The General Petroleum Company and the Union Oil Company use jointly a loading station located on the breakwater, having a capacity of 70,000 barrels a day.

Vast quantities of food products are available in the southern counties of California. These include: Beans, over 8,000,000 bushels, 51 per cent. of yield in the United States; butter, 9,000,000 pounds; canned fruits and vegetables, 1,250,000 cases; cotton, 75,000 bales; eggs, 300,000 cases; canned fish, 1,250,000 cases; fresh fish, 12,000,000 pounds; dried fruits, 10,000 tons; grain, 2,500,000 sacks; hay, 250,000 tons; dressed meats, 20,000,000; potatoes, 300,000 tons; salt, 40,000 tons; sugar, 130,000 tons. The total value of products in Southern California approximates \$375,000,000 annually.

Transportation facilities are provided by steam and electric railways, boulevards and ships. Steam railways entering the harbor are the Southern Pacific, the Santa Fe and the Salt Lake routes. Electric railway transportation is provided by the Pacific Electric Company, which extends from the harbor more than eighty miles to interior cities and has an interurban mileage of 1059. This electric transportation is supplemented by the city railway system of 391

Not in the history of America is it probable that an industry has recruited employees from so many varied walks of life. Among the thousands of men employed in the Los Angeles shipyards are men who are still hanging onto their old vocations in the hope of going back after the war is over and the shipbuilding programme slows down. Several preachers on the pay roll still preach to their congregations on the seventh day and drive licks with their hammers six days a week to send the Kaiser to hell. Doctors, lawyers, brokers are also working in the shipyards and in a number of cases are keeping up their regular work and working one shift each day in the yards. A lumber broker, for instance, taking advantage of a full business, works a night shift in the shipyards and is to be found daily in his office in the city. He admits that he is not doing a big business in lumber at the present time, but hopes to keep his business and organization going until the war is over.

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## Drama

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Eighteen miles of sewers and trunk  
wharves and warehouses, are ready to  
accommodate the world's commerce.  
The legal status of the title to the tide-  
lands has been finally adjudicated and  
hundreds of acres of harbor land are  
now available for industrial and com-  
mercial sites.

them with a delicious tomato puree. This  
puree is made in another plant of the com-  
pany.  
But that is another story. So one can well  
connect the two plants and then the reader  
will grasp the fact that after all is said and

no homes for those who labor. These  
conditions maintain while building lots  
are to be had at a minimum price and  
when improved with homes will pay  
at least 20% on the investment and at  
the same time give the mechanical ar-  
mies of America a comfortable home

Los Angeles, and pertinent to that one  
can say that the great harbors of the  
world are "inner harbors." What is  
true of Wilmington is also true of Lon-  
don, Hamburg, the Bosporus, which  
is closely landlocked; Copenhagen, a  
network of channels; New York, Liv-

## Wilmington, Los Angeles' Inner Harbor, a Magnificent Asset.

### These Successful Plants Can Food on a Big Scale.

Sixty thousand double number to  
cans and sometimes double number to  
the case is some fish. Ordinarily you would  
multiply that by nineteen and get the result  
of the season's pack of sardines and tuna at  
Los Angeles Harbor, but this is an off year

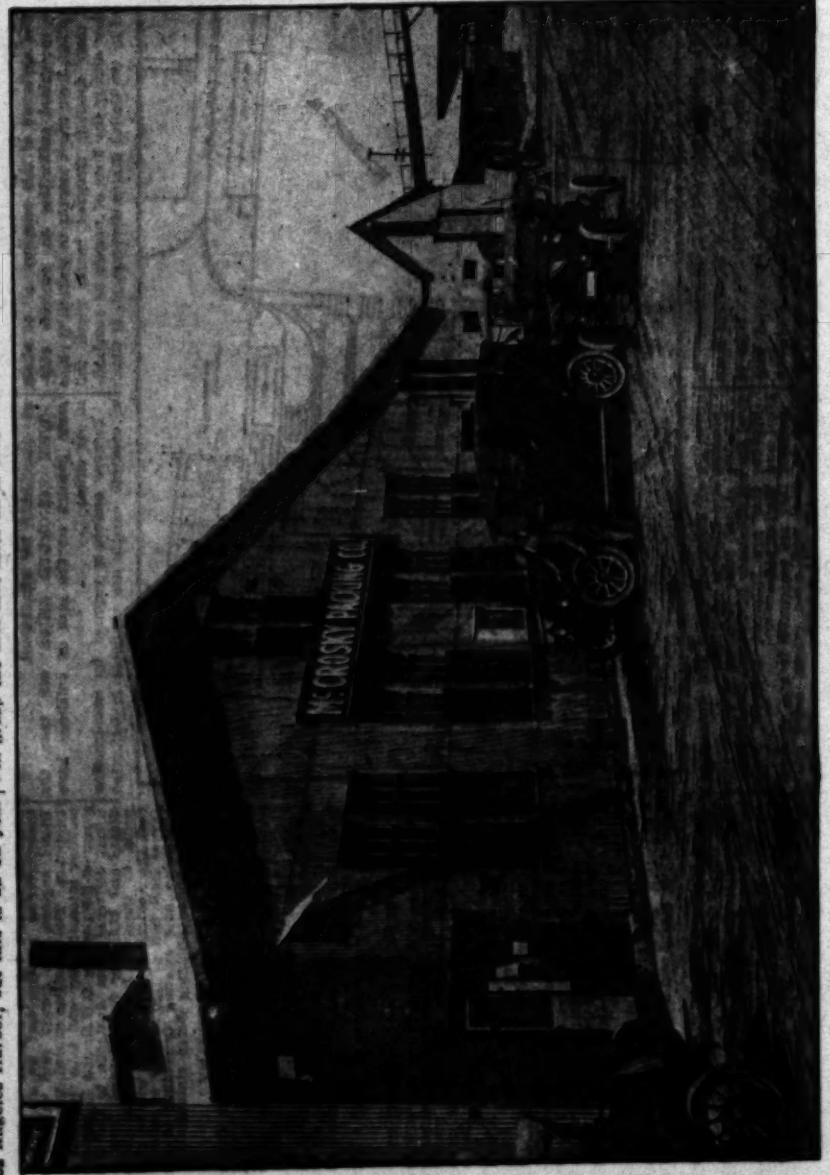
Company, with full faith in California and  
the United States, is on that spot making  
the only land-locked harbor between Los  
Angeles and San Francisco. The map on  
this page shows what it will be in another  
year. At present some of the channels are  
such in name only, but dredging is going

of land on tidewater and has over 1000  
acres under contract, all of it now bearing  
tomatoes. This will give the company a  
pack of 250,000 cases, one-third of which  
will be in puree.

At the mouth of the jetty shown on the  
map the channel taps a submarine valley  
which will permit even a warship to enter.  
These improvements are now being made  
by dredges owned by the McCrosky Pack-  
ing Company. It is refreshing to know  
that the McCrosky Company is a closed  
corporation, capitalized at only \$50,000, yet  
having an investment of over a quarter of  
a million and doing a business of a million  
dollars annually.

Hueneme is in the artesian water belt.  
It is famous for its beans as well as for  
tomatoes and when the season's pack of  
tomatoes is completed the McCrosky plant  
will turn its attention to beans with pork  
for people over here and "over there."  
After that peas will come in for attention  
and following that the channels will be  
completed and a fleet of fishing boats will  
supply the cannery with a wealth of fish  
so eagerly demanded by those who know  
just how good the fish of the Pacific really  
are when given careful treatment in pack-  
ing.

You, Mr. General Public, would like the  
personnel of the McCrosky organization  
if you were to meet them and do business.  
Fred McCrosky, hale and hearty, a hand-  
grasp for anyone that does business on the  
level, heads the company. W. F. Hurst,  
vice-president, a most likable chap, superin-  
tends the Wilmington plant. Robert W.  
Cox, a hustler, and as good as the others, is  
the secretary of the company, and Percy V.  
Hammon, the well-known Los Angeles at-  
torney, is treasurer. Yes, he is more than  
that, for he is such a live wire that his  
dynamic influence is felt in all branches of  
the business. It is easy enough to say that  
the packing is done under the most rigid in-  
spection, etc., etc. It is more or less true  
of every packing house, but doubly so of  
the McCrosky plant. In their case you can  
scrutinize the can, the label, its contents  
and the conditions under which the packing



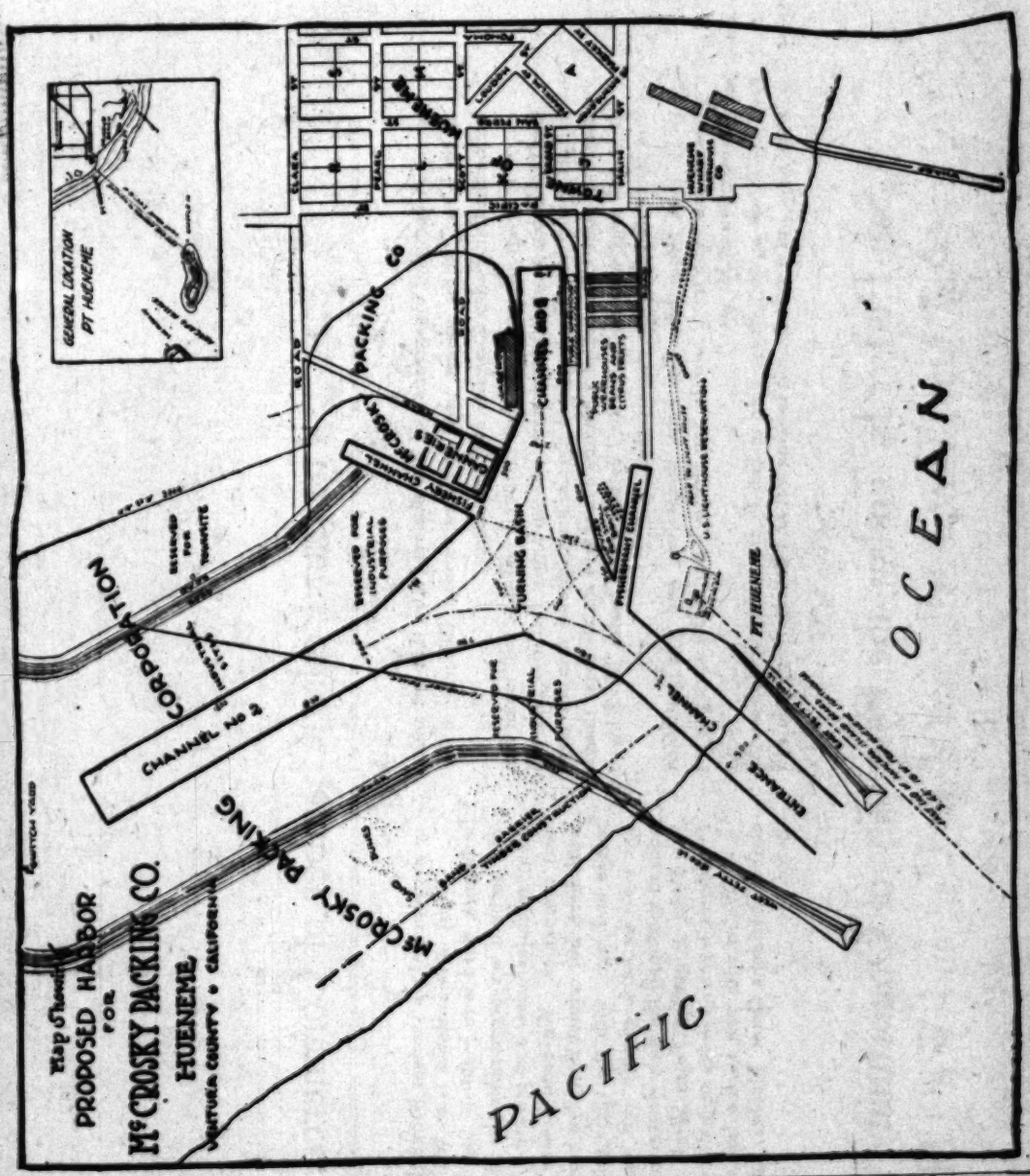
as far as the fish canners are concerned and  
many of the packers are wondering just  
where they come in.

First of all, about the time that the  
schools of tuna were expected, about 1200  
Japanese fishermen concluded to bull the  
market and go on a strike. The strike  
lasted for weeks and then the government  
took a hand in the game, advancing prices  
for the fishermen's catch. The Japanese  
won, but just about the time that the sons  
of Nippon "affiently" informed the packers  
that they must pay an advanced price for  
the "chicken of the sea" or there would be  
no salt water chicken, the scaly chicken got  
tired of waiting to be caught and swam  
away. Eighteen packers, depending upon  
Japanese fishermen, waited for fish, but the  
Japs with Oriental stolidism also waited for  
the word of an advance in price, but mean-  
while the fish had gone. Where? Nobody  
knows, everybody cares. Four hundred and  
eighty big fishing boats were tied up at Fish  
Harbor or near the Salt Lake Wharves, while  
every day the white fishermen were using  
fifty-five big boats chartered by the Mc-  
Crosky Packing Company, put to sea and  
brought back, not the bacon, but boats filled  
with cardines and tuna.

White men and women were busy at the  
Wilmington plant of the McCrosky Com-  
pany carefully placing the "catch" in tins  
for Americans who delight in something  
good to eat. As a result the McCrosky  
plant has stored away 60,000 cases of choice  
sea food, while other packers depending  
upon Japanese fishermen are enjoying fish-  
ermen's luck, with little or nothing in re-  
serve to show for the season's work. The  
story is told by saying that McCrosky is  
all American, has an all American organi-  
zation and figures largely upon the Ameri-  
can public for loyal support. There are  
larger plants at the harbor than that of the  
McCrosky, which, with only 60,000 feet of  
floor space, has outstripped all others in  
that line of business.

#### ANOTHER PLANT SOON.

F. B. McCrosky believes in the Los An-  
geles Harbor and will, with his associates,  
build another plant directly. The Mc-  
Crosky Company introduced an innovation  
into the business when they improved the  
process of canning sardines by packing



done, real red-blooded Americans are the  
real developing factor of the great West.  
Today a small town in Ventura county is  
known as Hueneme, and in days to come it  
will be another port for seafaring vessels,  
simply because the McCrosky Packing

forward. Jetties are being built and a year  
hence Hueneme will possess over two miles  
of pier heads and channels that will accom-  
modate not only fishing boats but vessels of  
heavier draft as well.  
BIG TIDEWATER HOLDINGS.  
The McCrosky Company owns 310 acres

taken place and you will say that McCrosky  
products cannot help but be good.  
Maybe the McCrosky label does not use  
the word "best" in description of its con-  
tents, but it goes without saying that the  
brand will hold its own with any other on  
old mother earth.



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# Activities at the Port that Becomes Busier Every Year.

Special Harbor Number

Saturday, September 7, 1918.]

Where the Foundation for World Trade is Now Being Laid.



L. A. Shipbuilding Co. Angle Furnace and Shop.



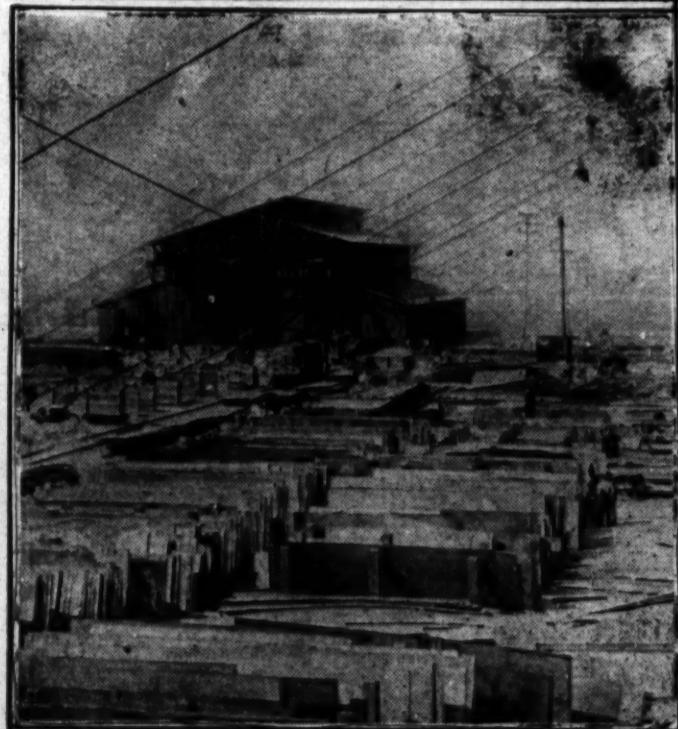
L. A. Shipbuilding Co. Steel Ship under construction.



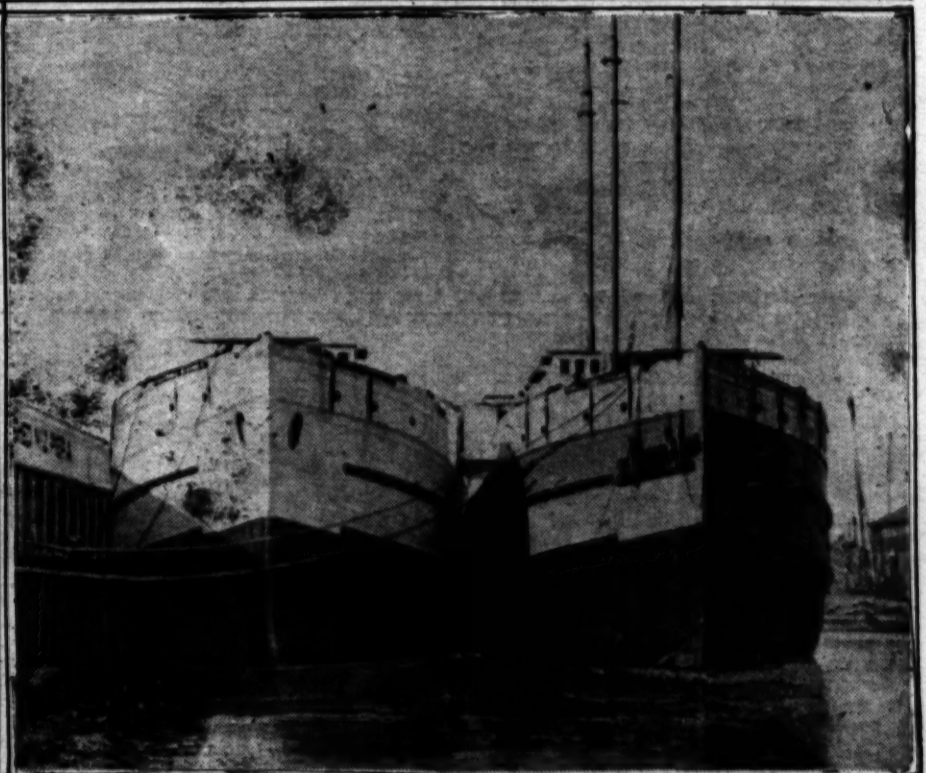
L. A. Shipbuilding Co. Plate Shed.



L. A. Shipbuilding Co. Storage Yard.



L. A. Shipbuilding Co. Machine Shop.



Ships in yards of Fulton Co. Wilmington.

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In time to come, writers of romance, and those who may find their articles with a smattering of history, will preface their stories thus: "When the great merchant marine that will make America master of the world by sea, suddenly with a greatly augmented demand for accommodations. That the lines were called upon to do that which appeared almost impossible."

## Harbor Workers are Well Served by the Pacific Electric Railway.

[Saturday, September 7, 1918]

The San Pedro Chamber of Commerce

### A Concrete Story of Concrete Ships.

Many reports have been written on concrete ships; different opinions formed; but in all controversy, the latest developments have proven beyond question of doubt that concrete is a practical material for ship construction, not only for barges, pontoons, and rowboats, but for ocean-going craft as well. Many are convinced with the facts of engineering accomplished in concrete ships and it is historical that the first attempt was a rowboat built by M. Lambot of Carcass, France, in the year of 1849, and in service up until only a few years ago, followed later by other foreign countries building barges, pontoons and inland waterway boats, most of which are still in use and giving satisfactory service. Mr. Nicholas Fougner, shipbuilder of Moss, Norway, was the first to build an ocean-going concrete ship of 3000 tons, now in service between Norway and England.

#### AMERICA TAKES A HAND

When the San Francisco Shipbuilding Corporation started construction of the trans-Pacific concrete vessel of 5000 tons dead-weight capacity (the largest concrete vessel in the world,) it was watched with incredible interest. When a few months later the ship was launched and christened the "Faith," in her launching she was called upon to prove her resisting power. When the ways gave way she plunged five feet into the water, a test, engineers state, she will never be called upon to undergo in service. Notwithstanding this severe test she was as dry as an attic after righting herself, with no leaks.

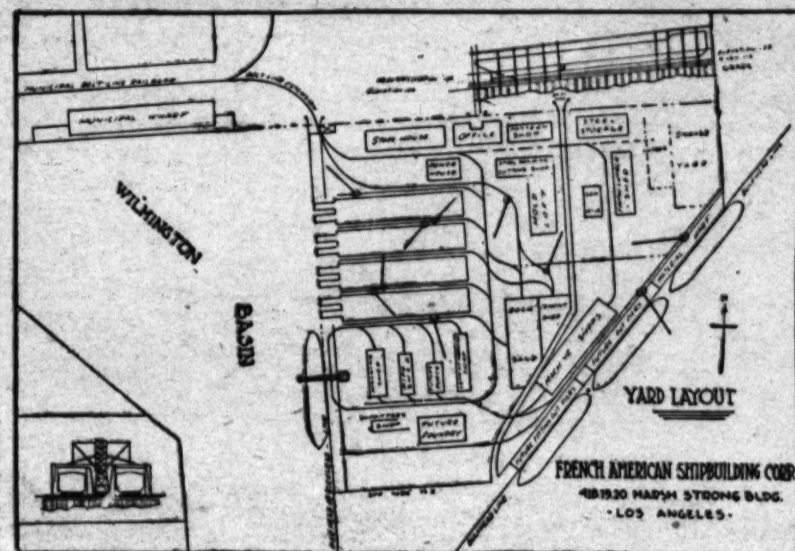
HER MAIDEN TRIP, which was made between San Francisco and Seattle, laden with a cargo of salt and copper, she responded well to the head seas, "much in the manner of a steel ship." The voyage was particularly well timed for a test of this new "wonder of the seas," as during the trip the ship experienced two full days of mountainous seas registering a gale of 86 miles velocity. Photographs were taken at times when her deck was four feet under water. She sailed recently loaded with a cargo of lumber from a Pacific port on a voyage to Peru, thence to New York, PROVING CONCRETE AS A PRACTICAL MATERIAL FOR SHIPBUILDING.

The "Faith" to a certain extent was an experiment, scientific men, inventors and men of large capital were interested in the project of building reinforced concrete ships and closely observed every phase of the development in moulding the initial hull. Many western companies proposed to build concrete ships, but it remained for one, the French-American Ship-

building Corporation, to get down to "brass tacks" and formulate a plan through which ships could be rapidly and stably built and quickly placed in commission as oil-tankers and grain carriers.

#### THE FRENCH-AMERICAN SHIPBUILDING CORPORATION

The engineers of this company, all of whom are recognized authorities on concrete shipbuilding, have spent months in perfecting plans of their specially designed boats, which will follow closely the lines of vessels as standardized by the United States Government, in which



THE RE-ENFORCING of the FRENCH-AMERICAN ships will be a distinct departure from those previously employed. The keel will be of steel, the hull will be shaped with steel bars criss-cross and every lap will be acetylene welded, making it an absolutely rigid foundation. The concrete will be of special mixture delivered raw to a tower mixed and delivered by gravity to the forms, thereby delivering the concrete in the best possible condition for close adhesion. The forms will be of special design, built in sections and metal lined.

#### WATERPROOFING

A process of waterproofing has been perfected, which is applied after the hull is finished, which penetrates and becomes a part of the concrete. Exhaustive tests prove it not only a waterproofing, but a preserver of the concrete, giving a surface so smooth that skin friction is eliminated and seaworthiness no opportunity for attachment.

WHY CONCRETE SHIPS will take the same position on the seas as buildings have in our cities:

Because materials required for construction of concrete vessels are available in unlimited

8000-ton ships. It is the intention, however, to begin work and turn out ships of from 1000 tons up dead-weight for private corporations, for the reason that machinery and equipment is more readily obtained in that size and the demand for ships of that tonnage are needed particularly for the carrying of grain.

Today millions of tons of wheat are stored in Australia and in the Argentine awaiting transportation to the United States and overseas. Concrete vessels will be a great factor in this transportation problem and by employing oil Diesel engines, the freight rate will be at a minimum. The subsidies offered domestic shipbuilding interests may well take the form of a grant of \$50 per ton D.W.C. and \$5 per ton of wheat delivered from Australia to the United States and \$7.50 per ton delivered from Australia to Europe. It is more than probable that the Australian government will be glad to pay at least half of this subsidy to relieve the congestion now existing (according to recent United States Shipping Board statements.)

#### LOCAL COMPANY

The French-American Shipbuilding Corporation is a local company, is financing itself with no intention of asking Government support. The corporation is capitalized at \$2,000,000, of which \$1,500,000 is Preferred Stock and \$500,000 is Common Stock, with shares at \$100 par value. At present there is no stock upon the market. Ships built by this Company will be classified in either Lloyds of London or American Shipping Bureau.

A plan is now under way to establish a branch plant at Nice, France.

#### THE OFFICERS AND DIRECTORS

The officers of the corporation are William E. Russell, formerly president and general manager of the Phair Canning Company, president; Howell Baker, president and general manager of the California Panel and Veneer Company, first vice-president; Leon Fighiera, a builder, second vice-president; George M. Chartier, United States mining engineer and formerly United States representative at Paris, third vice-president; Floyd M. Hinshaw, First National Bank, Fresno, and formerly secretary and manager of the Los Angeles County Tile Company, secretary and treasurer. The directors include these officers and James A. Russell, an investor, and E. Roy Lathrop, a consulting engineer.

#### THE STAFF

MARINE ENGINEER and Designer, Allen Hoar, U. S. Naval and Marine Engineer, now in service.

CHIEF ENGINEER, E. Roy Lathrop, formerly with Cramp Shipyard, Philadelphia.

SUPERINTENDENT, S. E. Hallam, shipbuilder from local and eastern connections.

ASST. SUPERINTENDENT, J. L. Hansen, formerly connected with Yankin Oil Shipbuilding Yards, Copenhagen, later Mercon Motor Boat Co. at Siam, builders of concrete pontoons and barges.

TESTING ENGINEER, R. C. Osborne, also testing engineer for Lloyds of London and American Marine Bureau.

CHIEF LABORATORIES, M. J. Butler of New York, inventor of waterproofing for concrete ships.

## The San Pedro Chamber of Commerce.

"A compact organization of live business men that get action in an hour," is the phrase used by Congressman Osborne to describe the San Pedro Chamber of Commerce.

"It is not the resources that surround you that will make San Pedro Harbor a great world port, nor your port facilities that will attract trade; that the bunch of live looking fellows who are associated in your Chamber of Commerce that will do all these things. It is the men who make a city," is the way Charles M. Schwab complimented the same organization.

"God helps them that help themselves, and you gentlemen are on the right track here in San Pedro," said John Rosseter on the occasion of his visit.

"Look out for Peace here in San Pedro. You think you are busy now, but if you are not looking out and getting ready you will

be swamped when the war is over," said Charles Piez.

"First in importance is to Win the War; second is to develop industries, third is to build up San Pedro. By doing both the first and second, we accomplish the third. We have vacancies for many manufacturing, and we need some good big export and import companies. We need houses for the 20,000 workmen who work here, but cannot now live here. We must depend upon ourselves and now, with the right spirit of co-operation, with every one working harmoniously and together, we can go ahead. The poor in spirit and the surly slacker must be thrown in the junk heap. San Pedro is getting Team Work and nothing can stop us," said President Cleveland in his annual review.

"We're with you to the last resource of our influence," declared President Oscar Mueller, Los Angeles Chamber of Commerce.

## San Pedro Is Today the One City of Opportunity in California.

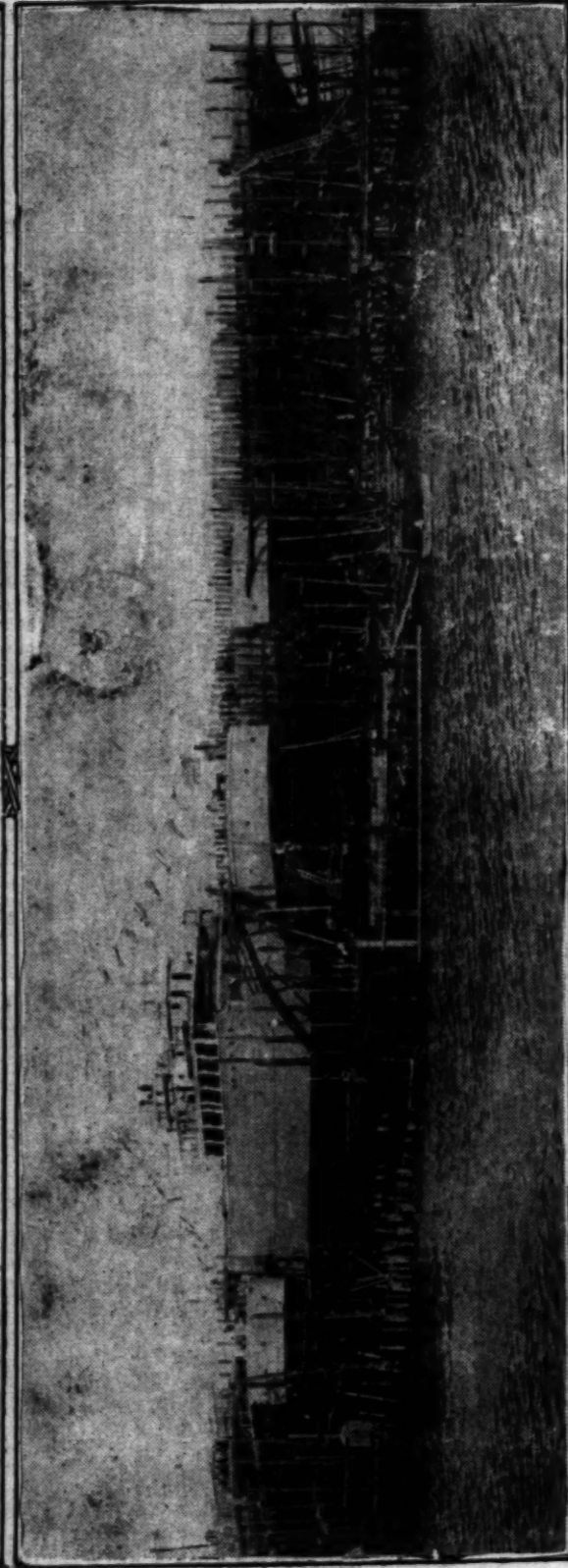
### Ask Us, That's All, Just Ask Us, and We'll Show You.

C. H. CLEVELAND, President.  
J. A. PRIVETT, 1st Vice-President.  
P. J. Mc GRATH, 2nd Vice-President.  
T. L. BAKER, Treasurer.  
JOHN T. GAFFEY, Civic Committee.

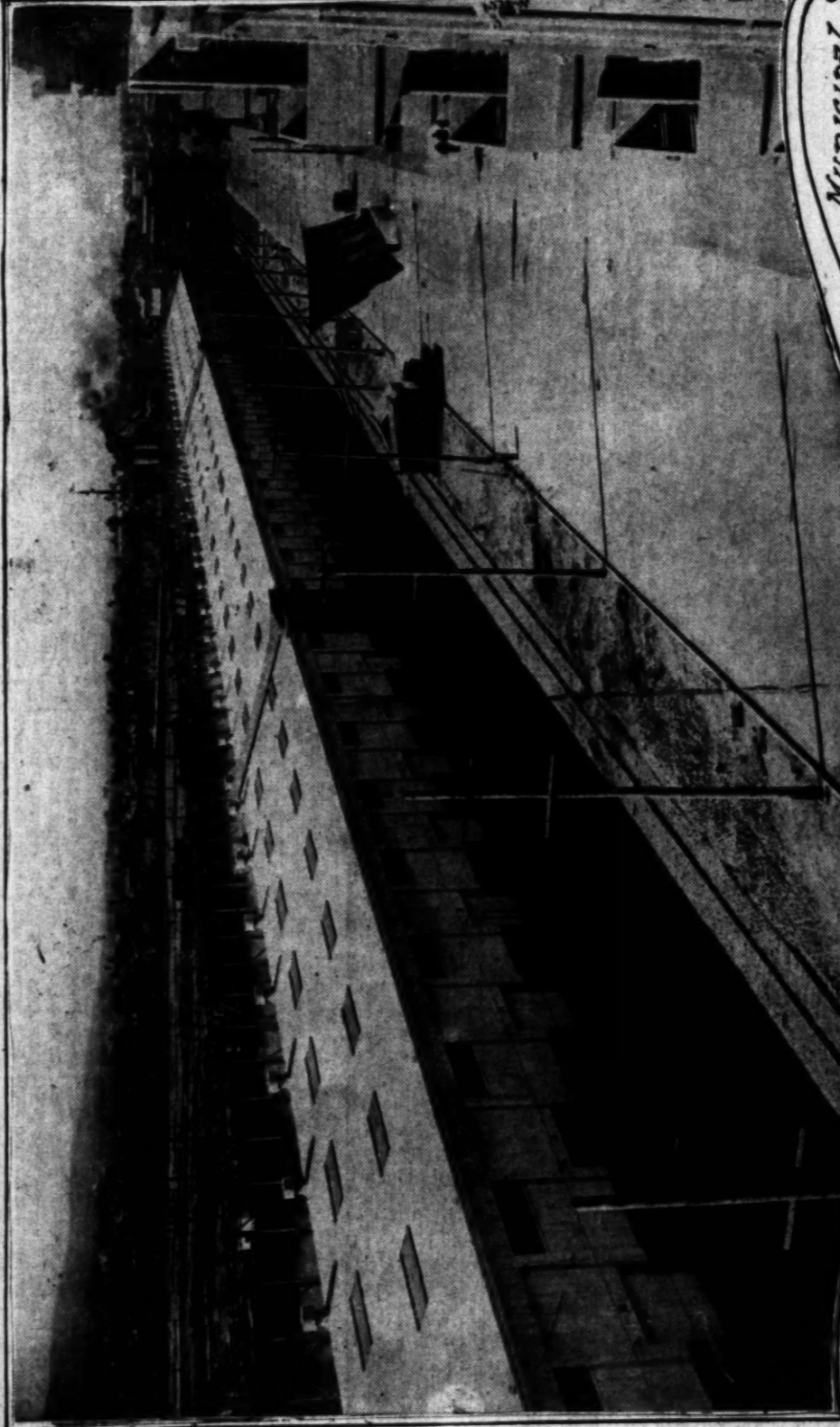
IRA D. EDWARDS, Realty Committee.  
E. W. SANDISON, Jr., Finance Committee.  
RAY MITCHELL, Harbor Committee.  
JOSEPH REGAN, Industries Committee.  
I. G. LEWIS, Secretary.

# Where the Foundation for World Trade is Now Being Laid.

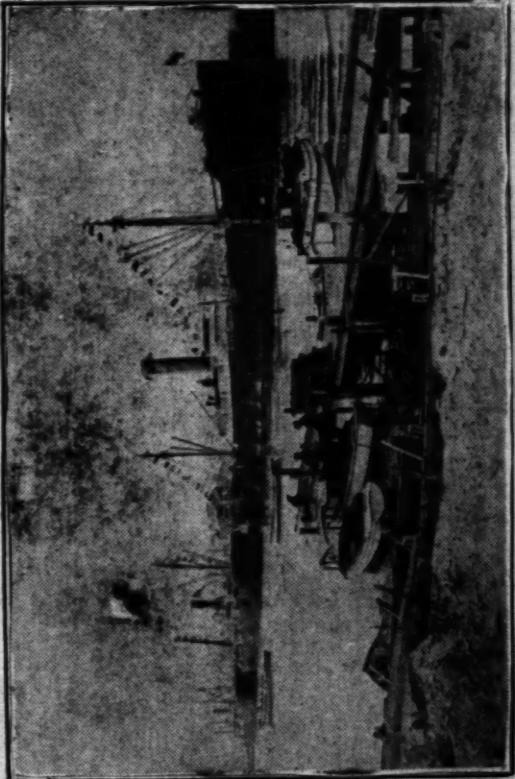
Activities at the Port that Becomes Busier Every Year.



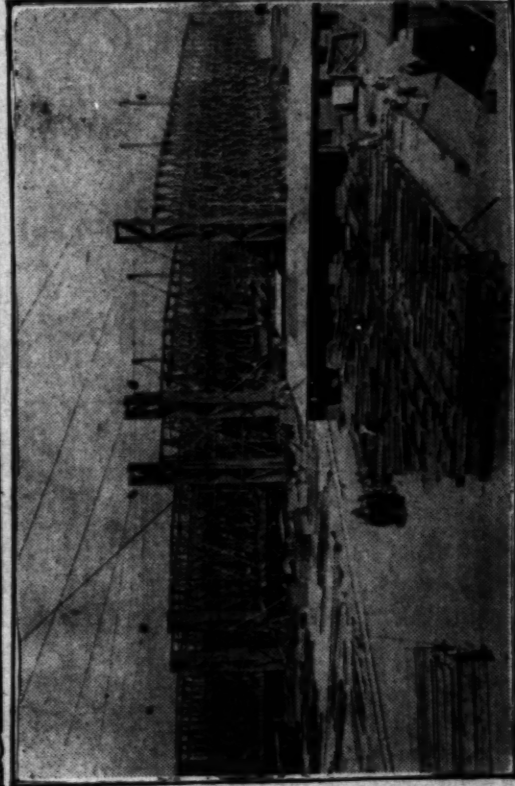
Wilmington, Delaware



Municipal Docks, San Pedro



American Hawaiian S.S. Co. docks at Pier 2



L.A. Shipbuilding & Repairing Co. docks

## Drama

(1910) - \$12,128  
(1911) - \$27,528

### ICER BY CAR.

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il Recently ad Here.

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struck squarely heavy two-car 100 feet along

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born in Ohio, nd enlisted in ce October 14, made first cas- 12th Cavalry. he was com- lieutenant, of

San Francisco, Sept. 7, 1918. (Continued from page 1.)

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## A Concrete Story of Concrete Ships.

### Harbor Workers are Well Served by the Pacific Electric Railway.

In time to come, writers of romance, and those who may tinge their articles with a smattering of history, will preface their stories thus: "When the United States declared war upon Germany, etc., etc." and knowing that they will do just that same little thing, I'm going to beat 'em to it, so, for a starter, will take the above for a stereotyped phrase, and then on with what is on my mind at present.

Everybody in California knows that Los Angeles Harbor shelters an even half-dozen real-for-secure shipbuilding plants, and the people of Los Angeles know full well that the thousands of shipworkers have no homes at Los Angeles Harbor—so perforce it's up to the shipworkers to work at the harbor and live twenty-two miles away—all same Sherman's Ride to the Sea, with the difference in favor of the worker in that Sherman's men were compelled to "hike" while the shipworkers only worry is forty-five minutes from Broadway, Los Angeles, via trolley.

Let's lapse back—employ the "to be" war-worn phrase. "When war was declared," single cars, sometimes a train of three or four cars, were started from the Pacific Electric station bearing investors to Wilmington and San Pedro and the ever-eager tourist to Catalina.

Then came a change.

The investor became a constant patron of the line, and with the same big bunch of tourists, came the men of brains, muscle and mechanical training, to build ships that will not only do their part in winning the war,

but will be a component part in the great merchant marine that will make America master of the world by sea.

#### TAKING MEN TO WORK.

When the first shipyard was established a few hundred men went to the harbor to work on the first "bottoms" and they speedily learned that neither San Pedro nor Wilmington could house them. What then? It naturally fell upon the people of Los Angeles to shelter the men who were doing their "bit" for Uncle Sam.

The yards grew, not only in the way of mechanical contrivances, but in numbers, with augmented machinery and equally large numbers of men—nine-tenths of all of whom lived and are now living in Los Angeles and its environs.

Multipled thousands of artisans, eager to help the government, eager to earn an increased wage, flocked to the harbor cities for employment. found it and then came the question: Will the railroad facilities be equal to the rush of taking the thousands to work and back again?

That question is well answered by the accomplishment of the officers and men of the Pacific Electric lines. It was answered in the spirit of service, and when it was utterly impossible to obtain additional equipment from regular sources Uncle Sam was served at a very slight inconvenience to other localities. One must realize that war work makes it impossible for any railroad to renew its rolling stock nowadays. The yellow and red cars from other cities now used by the Pacific

Electric is a good indication of the true condition confronting a railroad faced suddenly with a greatly augmented demand for accommodations. That great system takes the boys to the various plants, lands them at the very gates, loads 'em up when they are off duty and brings 'em back again—all of which is done without friction, with the maximum degree of comfort, quickly and safely. Could anything more be said in extolling a railroad system that had before earned the distinction of being the greatest developing factor in the State of California.

#### EFFICIENT SERVICE.

And besides, in performing its work for "Uncle Sam"—that's you and I—the Pacific Electric has endeavored not to neglect any other branch of its network of lines and the people in the uplands, where orange groves abound, those who live in the fertile valley sections, found that they were given every consideration and were being cared for as assiduously as were the men who shaped steel, wood and concrete to build ships to guard the granary of the world—our own United States.

To the lay mind this shifting of cars from one locality to another is simply a matter of throwing a switch. But it is an absolute rule of every well ordered railroad that no one line of travel shall suffer to the advantage of another, and it is the equalization of equipment that has made the task a difficult one. That the Pacific Electric has been able to do so speaks well for its executive foresight.

"You've just got to hand it to the

Pacific Electric when it comes to efficiency."

The lines were called upon to do that which appeared almost impossible. But nothing is impossible in this day and age, so every officer and every man in the employ of that magnificent system "buckled down to business," determined to put the job over.

Here's a case in point that emphasizes how well they have succeeded: One shipyard changes shifts at 4:40 every afternoon and when the off-going shift of tired men leaves the yards, it finds cars for all, ready to roll up to the station and take them home. That shift calls for fifty-nine cars, and while every one in the bunch does not get a seat, yet they get on and get home almost as quickly as they would were they to start at Seventh and Broadway to some home spot in the southwest.

The mobilization of Uncle Sam's own sea-fighting men at San Pedro has made added demand on the system. Accommodations of a thousand or more must often be made with a few hours' notice. The naval men of the harbor make Los Angeles the first port of call and it is here again that "our boys" must be served.

It requires considerably more than a mile of passenger cars daily to handle the traffic at the harbor. Since the heavy travel has been inaugurated, the company has suffered no accidents, and very few individuals have been even slightly injured and in every case the injury was the result of carelessness on the part of the passenger. "Some achievement" you will say. Yes, and all Southern California glories in the Pacific Electric system.

## The Chandler Shipbuilding Company.

A year ago one desolate spot on Mormon Island was a resting place for pelicans and gulls, free in the fact that man was not a disturbing element in their lives. Then came the order—Ships! Ships! Ships!!! Ships to carry our troopers to France. Ships to carry provisions to keep them there. Ships to carry ammunition, supplies and all the equipage of an army of 4,000,000 men.

The Chandler Shipbuilding Company was organized and the gulls were forced to find a new home, with the result that today the black stretch of land is one of the busiest sections in the entire Harbor District.

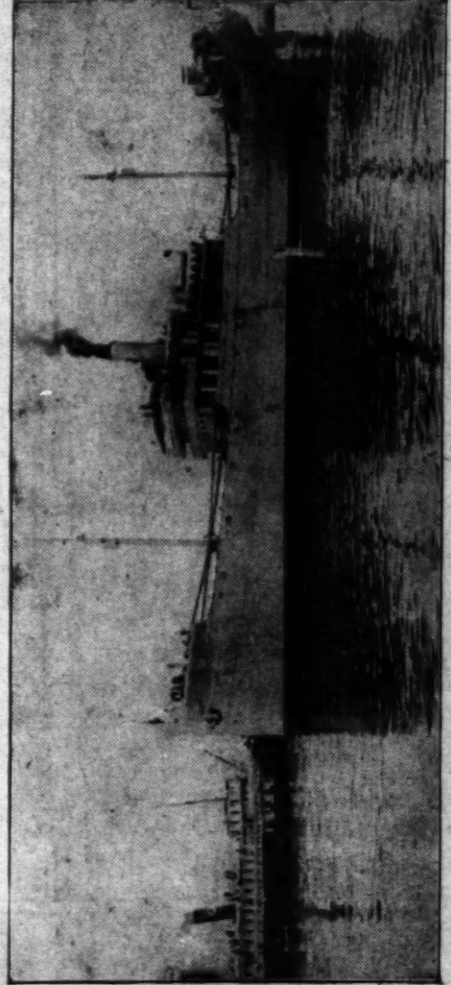
The Chandler Company specializes in wooden ships, and up to the present has built nothing but vessels of the Ferris type. Good, staunch boats of 3600 tons burden. Equipped with powerful engines that send them through the water at a twelve-knot clip. The Ferris type does not run to length, but much like the merchantmen of

the balmy days of the American merchant marine, is broad and deep, for maximum cargo space. They are built to negotiate very shallow water. While every care is given to the building of good ships, there are no frills added for decorative purposes, and when one notes the rigid inspection of every timber that goes into the big hulls, they are lead to believe that Chandler ships will be nosing into all the ports of the world for many years to come.

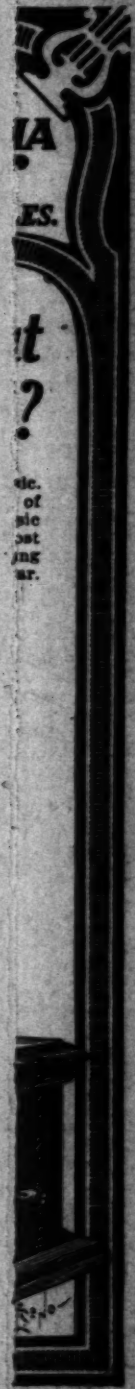
The Chandler Company has to date launched three vessels, with two on the ways, one almost completed. Two additional ways are being constructed and much mechanical equipment is

being placed for greater activity.

Ralph Chandler, president of the company, gives his complete time to active management and has with him a corps of efficient shipbuilders at the head of every department and hundreds of workmen who thoroughly understand their business.



Steamer "Bellota," first boat from Chandler ways.



born in Ohio, and enlisted in the Cavalry, he was commissioned lieutenant of the Cavalry in the 1892, a captain in the 1893, and a major in the 1894, at his service thirty years. In 1899 he served in the Infantry and duate training was.

Some of the Reasons for Long Beach's Increasing Prosperity.

HARBOR HELPS LONG BEACH GROW.

AN INDUSTRIAL section employing thousands of men and women at a monthly payroll of more than \$500,000; an excellent inland harbor with five miles of water frontage; advantages of natural gas, oil and hydroelectric power; shipbuilding concerns erecting millions of dollars worth of steel bottoms for the government; scores of food-producing concerns, including fish, fruit and vegetable canneries; kelp potash companies manufacturing chemicals which formerly could only be procured through German sources; woolen mills, lumber yards, machine shops, paint factory, gas works, million dollar electric power plant—these are a few of the features and activities of Long Beach Harbor.

Long Beach's harbor district, profiting from the benefits of many cardinal advantages, has made, within the scope of only a few years, an impressive start toward the realization of the potentialities of such a situation.

Big possibilities in an industrial and commercial way were seen to be in store for the city when it was discovered that the lowlands lying to the west of the business and residential sections could be transformed into a harbor and the great area of marshy acreage adjoining the harbor channels developed into ideal sites for manufacturing establishments.

Within only a few years Long Beach has gone forward in this line of development by great strides since private capital conceived and began to produce an inner harbor where formerly existed only a marshy expanse, a real harbor with shipyards where millions of dollars worth of ships have been built and many other industrial establishments of note.

Westerly from the residential and retail districts and quite distinctly separated from them are thousands of acres of level land admirably adapted to manufacturing purposes, with about seventy-five acres of waterways.

Millions Invested In New Industries.

SINCE the development of the harbor, millions have been invested already in manufacturing and other industrial enterprises.

Railroad facilities are ideal, the district being served by two transcontinental lines,

the Southern Pacific and Salt Lake, and the Pacific Electric, whose branches reach out to practically every town in Southern California.

Terminal rates are in effect, giving the manufacturer, wholesaler and retailer every advantage of other Pacific ports in this regard.

Pipe lines carrying oil from the oil fields pass through the industrial district, giving the manufacturers the benefit of excellent service in this respect. Natural gas is also piped through the district.

One of the advantageous points of Long Beach harbor district is that water frontage, together with land, is sold in fee simple. On many harbors land can only be leased. Ownership in fee simple is to be preferred because thereby the manufacturer can finance himself for his operations more readily.

Long Beach Harbor, which has four miles of complete water frontage, a direct ocean entrance, and the aforementioned advantages of vast acreage for industrial sites and excellent facilities for the exchange of traffic, has been developed largely by private capital in the amount of close to \$2,000,000. Close to \$800,000 of this sum has been spent for dredging alone.

The transformation of what was formerly a marsh into a commercial harbor, lined by big industries, has been in progress only since 1906.

Every investigator of this rapidly-growing port has expressed amazement at what has been wrought, and at the same time is moved to declare that Long Beach, industrially speaking, is still in its infancy for the possibility of development.

Long Beach as a whole is characterized by a progressive, generous public spirit, favoring and encouraging the incoming of industries. Practically all the citizens are united in interest in the harbor as a particularly important municipal asset.

At an election held recently bonds were voted for harbor improvement by the city, an important part of the work to be the dredging of a channel, 300 feet wide, into San Pedro, to connect with Los Angeles Harbor, completing one of the largest twin ports in the world. When this achievement has been completed and the flood control plans carried out the united waterways will form the greatest harbor of the great Southwest.

The government has already appropriated \$1,000,000 toward the proposed flood control measures. The county voted \$4,500,000 in bonds for the same purpose and the State manifested its desire for co-operation by enacting legislation to provide for an appropriation equal to that of the government. A new channel will be constructed to carry to the sea the storm waters from the inland, thus eliminating the siting of the harbor waterways, the only obstruction in the way of the complete and permanent success of the local port.

Shipbuilding Yard. First in Importance.

THE first large industrial enterprise to be established on Long Beach Harbor was a shipbuilding yard. As this was the first industry there in point of time, so it is generally regarded as first in importance among those on the harbor channels.

More than \$30,000,000 worth of steel vessels have been or are being built on Long Beach Harbor, but far greater activity is foreseen in this line of employment as well as many other industrial lines, for the natural advantages of the Southern California and additional advantages which are peculiar to this particular locality make further great strides an absolute certainty.

A large number of shipyard employees own their own homes and manifest a real personal interest, not only in their work, but in the affairs of the city. There are also to be noted among the employees many young men who were given opportunities to work in the shipyards during their high school years and who have gratefully embraced these opportunities. With the present rush in shipbuilding there is no industry that offers better openings to energetic young men.

With more than a half a dozen large and well equipped canneries established here, giving employment to thousands of men and women, Long Beach Harbor is the leading center of the important fish canning industry of Southern California.

Sardine packing alone of late has been growing to huge proportions, and yellowtail, mackerel, bonito and barracuda have been utilized also for canning during the past season.

The canned tuna is the most widely known and most popular product of the

canneries and this fish, now a table delicacy in homes and hotels throughout the land, may be termed "California's fish de luxe."

Six Hundred Boats In Fishing Industry.

TUNA fishing in Long Beach waters is done altogether from motor boats, the old style regulation craft being of about five tons, driven by gasoline engines of from fifteen to twenty-five horse power. The last two years, however, has seen the introduction of numerous large boats into this business, many of them high-powered launches of from forty to sixty feet in length, equipped with engines from thirty-five to eighty horse power.

If necessary these larger vessels can make cruises of several hundreds of miles. Approximately 600 boats are engaged in the industry, operating out of Long Beach, Wilmington and San Pedro.

A brief description of Long Beach Harbor follows:

The channel leading between the jetties has a depth of twenty feet at low tide and connects with the turning basin within which is separated from the entrance channel by the Salt Lake bascule drawbridge, the largest single span drawbridge of this type in the country.

The turning basin has a depth of twenty-one feet at low tide, and gives an area ample for the turning of the largest vessels, being 1400 feet wide.

Connected with the turning basin is Channel No. 3, which is 300 feet wide, twenty-one feet deep at low tide, and nearly a mile long, giving two miles of water frontage. The south side of the channel is occupied by the California and Craig Shipbuilding Companies, now known as the Long Beach Shipbuilding Company since a recent merger.

The land above the channel is well adapted for manufacturing and shipping.

The land excavated thus far has been used for filling Back Bay Tract No. 1, a 100-acre piece of land lying north of the harbor. This tract, originally a marsh, now rises twelve feet above low tide and is improved with streets, walks and curbing.

The 100 acres lying north of Channel No. 3 and south of Channel No. 2 also have been filled in to an elevation of fifteen feet above low tide.

SAN PEDRO FACES ITS BUSIEST YEAR.

BY C. F. HAYDEN.

SAN PEDRO faces the busiest year in its history.

The San Pedro Chamber of Commerce, having spent the past year in its usual activities, sees the certain prospect of redoubling those activities almost immediately.

First in importance is the work of winning the war. This work is no less important in San Pedro from the fact that immense shipbuilding plants are in operation and are in process of enlargement. The food-preserving plants are also in this category and coupled with these two activities is a third, the adequate preparation necessary immediately to care for a huge expansion in the shipping of the port.

Influx of an immense number of workmen engaged in the shipping yards and the canneries has crowded San Pedro so that it is a practical impossibility to house the men and women who want to live here near their work. Transportation facilities between the port and the residence sections of Los Angeles, where most of these workers live, are taxed to almost their capacity.

New construction in San Pedro has exceeded for over six months the total in any other community in Southern California and it has only begun. With the large amount of vacant property in San Pedro, the year promises an expansion in the number of homes in this city greater than that of any one year in the history of the port.

Transfer to San Pedro of certain shipping activities between northern ports and the Asiatic coast on account of military activity has thrown a great deal of work on this city and this feature of the war programme must be taken into consideration, and preparation made therefor.

Increasing importance of the port makes it necessary for a more general treatment of problems affecting the harbor, and a movement already has been started that

has for its object joint action on all general harbor matters by all three communities on the harbor, San Pedro, Wilmington and Long Beach.

Civic improvement is uppermost in the mind of every citizen of San Pedro and the Second street improvement project is now an assured thing, work to begin as soon as it can legally be started.

A part of the work of providing for the thousands of workmen who are here now, and the other thousands who are to come in the next few months, due to enlargement of the shipyards, is the establishment of adequate ferry systems, both for passengers and for teams and trucks. A workable plan for this is now being carried out.

Increased car service, some necessary changes in operation, removal of the trolley cars from Sixth street, establishment of a new depot for steam and trolley lines, are under way, and only the physical development of these facilities remains.

The matter of proper adjustment of freight and passenger rates, of warehousing and other incidental facilities for the handling of large amounts of freight, export and import, and passengers local and through, are a portion of the work already started and now nearing completion.

It has been found necessary to increase capitalization in two of the oldest banks, which arrangements are well under way. Two large banking institutions of Los Angeles have decided to extend their business in this city, one already having large interests, and the other opening a new banking house here.

San Pedro is in a singular situation, in that every activity of the business community is most closely connected with the prosecution of the war. So clear is this to

all, that every inhibition that attaches to development in other communities is removed in San Pedro. It is possible to engage in activities in this city that are impossible in other cities in Southern California.

Dry Dock to be Next Important Improvement.

NEED for a dry dock in the harbor is being supplied by joint action of the government, the shipyards and the municipality and the next year will, in all probability, see the completion of this project, and in connection with it the dredging of the west basin and widening of the channel connection of the harbor outlet.

Inquiries come almost daily for manufacturing sites and these inquiries are being satisfied.

Installation of a new trunk line gives San Pedro a surplus supply of illuminating and heating gas for its homes, as well as an adequate supply for manufacturing at the shipyards, iron mills and canneries. What is true of gas is true of electric energy, the demand for which is increasing rapidly. The supply of water is being increased so that there will be transmission mains adequate to any demand that may appear during the next few years.

With the increased importance of the harbor, and the increasing interests of Wilmington and San Pedro as elements of the city government of Los Angeles, these communities should be represented on the City Council before the fiscal year closes.

Further improvements of San Pedro city streets, reduction of grades and other features of development are under way and more are being planned constantly. Betterments to the roads leading to and from

the city are under way. Accommodations for traffic are being provided as fast as the needs appear.

Social life in San Pedro is of a high order, and with the influx of many hundreds of men and women who are engaged in the new enterprises of the city, this standard is being maintained. The churches, schools and fraternal institutions have all kept pace with the opportunity presented to each in its sphere, and enlargements are under way in every element of social activity.

It argues well for the breadth of mind of San Pedro citizens that they can lay aside their personal views and work together for the common good, can see progress and prosperity in the large and forget factional differences and personal grievances.

What the community needs more than any other one thing is team work from every man and woman in San Pedro and in Los Angeles.

TRAVEL BY STEAMER.

Despite the fact that passenger rates on steam schooners have nearly doubled during the past few months, all the lumber vessels with passenger accommodations are crowded to full capacity. The fleet of the McCormick Lumber Company is now doing practically all the coastwise passenger business on steam schooners. Vessels plying up and down the coast in the lumber trade have for years been patronized by those who were content with slower service at a lower price than could be secured on the regular passenger steamers. The present increase in business is largely due to war activity, a big percentage of the passengers being the wives of service men at the various training camps along the coast who make visits or change their residence in order to be near their husbands.

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## "Come and be One of Us," Invites Progressive Long Beach.

# HARBOR HELPS LONG BEACH GROW.

6

The Sun Angeles Times

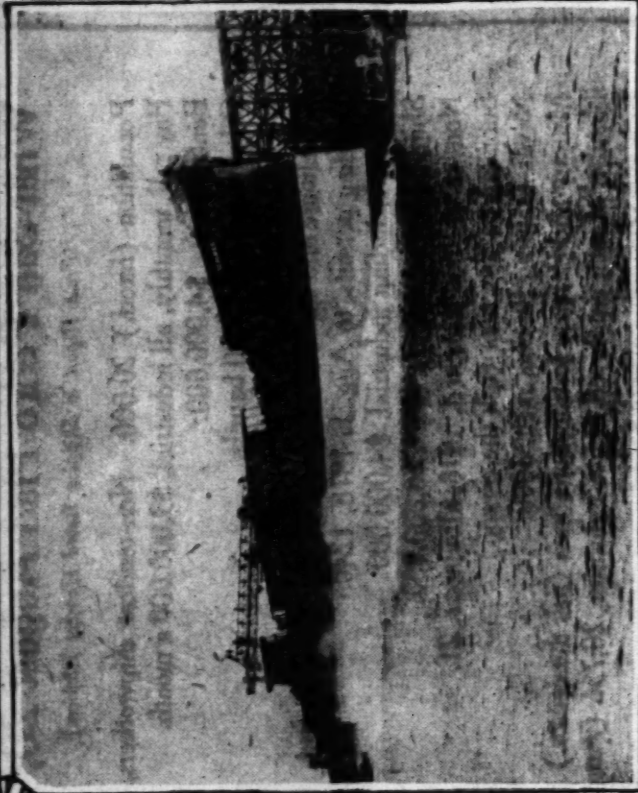
[Saturday, September 7, 1918.]

Some of the Reasons for Long Beach's Increasing Prosperity.

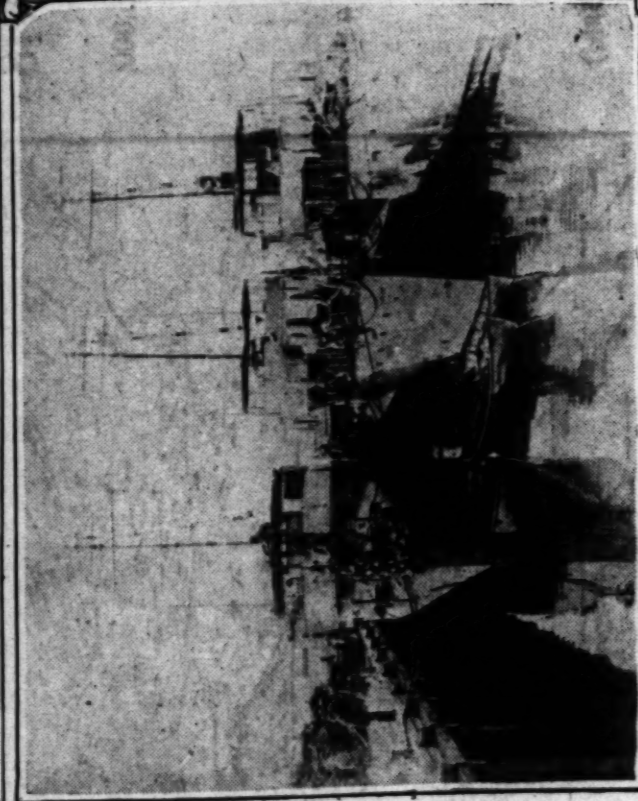
**A**N INDUSTRIAL section employing thousands of men and women at a monthly payroll of more than \$100,000, an excellent inland harbor with five miles of water frontage, advantages of natural gas, oil and hydroelectric power; shipbuilding concerns erecting millions of dollars worth of steel bottoms for the government; scores of food-producing concerns, including fish, fruit and vegetable canneries; help potash companies manufacturing

The government has already appropriated \$1,000,000 toward the proposed food control measure. The county voted \$4,500,000 in bonds for the same purpose and the state manifested its desire for co-operation by enacting legislation to provide for an appropriation equal to that of the government. A new channel will be constructed to carry to the sea the storm waters from the inland, thus eliminating the sitting of the harbor waterway, the only obstruction in the way of the complete and permanent

**T**UNA fishing in Long Beach waters is done altogether from motor boats, the old style regulation craft being of about five tons, driven by gasoline engines of from fifteen to twenty-five horse power. The last two years, however, has seen the



U.S. Ozarkoe, launched at Long Beach Shipbuilding Company's yards



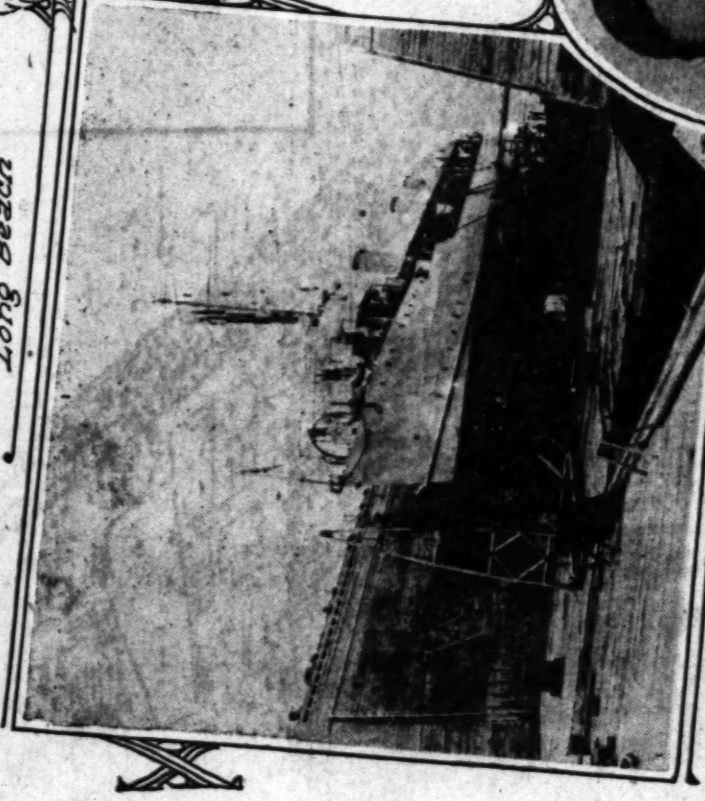
Most of fleet at Municipal Docks, Long Beach



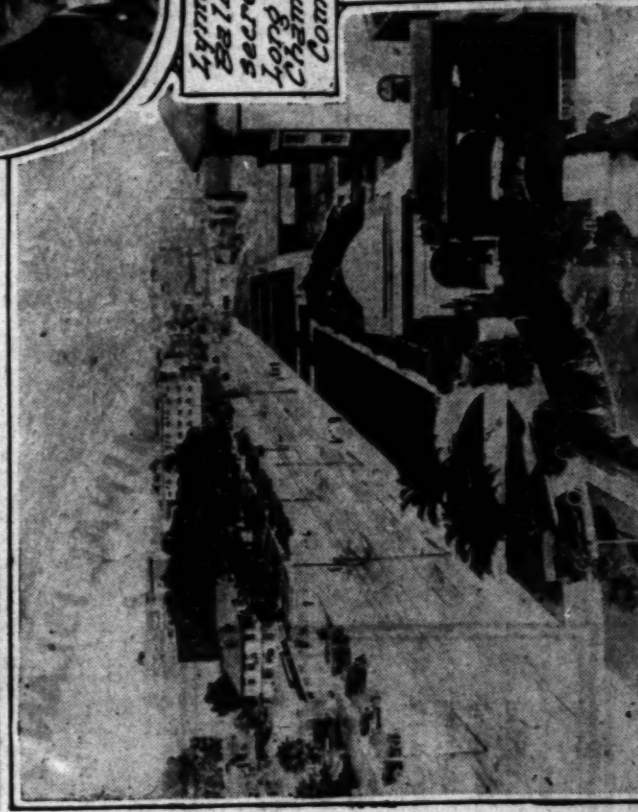
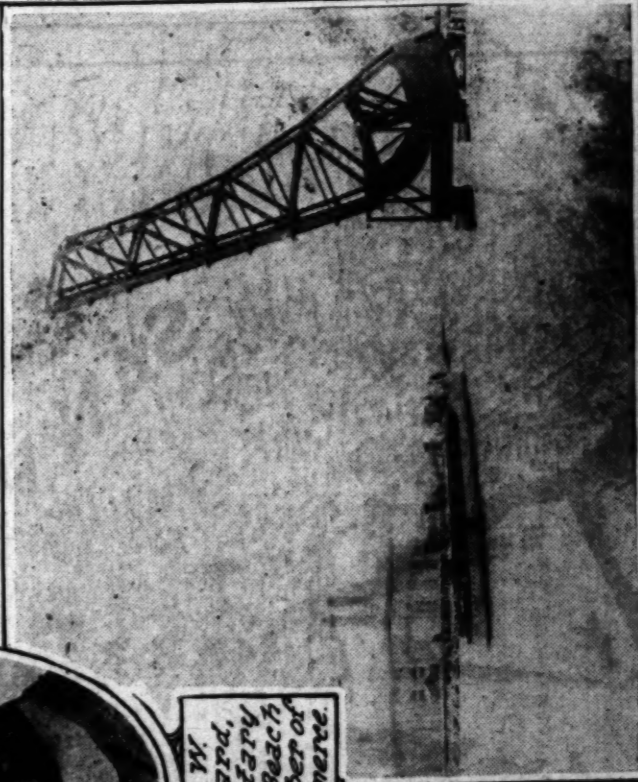
Fish cannery, Long Beach



Lynn W. Ballard, secretary Long Beach Chamber of Commerce



Dry Docks, Long Beach Shipbuilding Company



Ocean Avenue, looking east from Hotel Virginia, Long Beach. Salt Lake bridge spanning Long Beach harbor entrance

## Drama

(1918) — 119,119  
(1918) — 297,297

### ICER 3Y CAR.

er's Auto is collision.

il Recently ad Here.

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er, U.S.A. re- until recently recruiting sta- Main streets, last night when truck by a Pa- Beverly Hills, ar as could be t, was due to both sides. Ac- t. Maj. Farber vidence at No. Beverly Hills, o Los Angeles. m Santa Men- Rodeo drive, electric tracks, Santa Monica- charge of Con- ng and Motor- as approaching ny officer's au- 100 feet ahead ng slowly. Mo- is whistle, and the automobile tracks, applied

struck squarely heavy two-car 100 feet along

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born in Ohio, ad enlisted in e October 14, made first ear- lenth Cavalry. he was com-

fourteen million of dollars. This plant affords the only dry dock south of San Francisco.

The new famous "Children of the Sea" is being produced by nine canning plants at the rate of nearly a quarter of a million cans daily. The Golden State Wagon Mills have recently completed a Government contract for a million dollars worth of blankets and cloth, and are working night and day to produce the clothing for our boys over there.

Our several potato plants producing potatoes from help have made large contribution to the production of millions of war.

"Come and be One of Us," Invites Progressive Long Beach.

ADVERTISEMENTS—BUSINESS ANNOUNCEMENTS—The authorized announcements on this and succeeding pages have been carefully compiled to describe, through this special Harbor Edition, important water front activities.

Saturday, September 7, 1918.

## Ours Is a Gateway to Two-thirds of the People of the Globe.

BY CLARENCE MATSON.

Traffic Manager, Los Angeles Harbor Commission.

PARTICULARLY will new opportunities open to us here on the Pacific Coast after the war. Great Oriental markets lie just across the Pacific. These markets are beyond our ability to comprehend. China, especially Southern China, which would be our special field, has trade possibilities running into the billions of dollars. The Philippines, rich in a great variety of products, and constituting a vast market for American goods, we could easily cover. Little Java, where thirty million people live on an island only half as large as California, belongs to us commercially. A report of the National City Bank shows that the imports of the United States from the Dutch East Indies jumped from \$5,000,000 in 1914 to \$62,000,000 in 1917; and our exports to those islands went from \$3,700,000 in 1914 to \$21,000,000 in 1917.

India and Ceylon, while further away, are looking to America for their manufactured goods and for markets. Correspondence which I have in my office shows that we could do an enormous business with those countries.

All of these regions are in our territory geographically. Did you ever think of the position of Los Angeles and that reference to the future? Many people think of Los Angeles as stuck down in one corner of the United States, and that her principal attraction is tourists. Of course we know better, but some people don't. Do you know that our industrial growth, in number of men employed, in the last industrial decade ending in 1914, was as great as the net gain of all other important cities in the Rocky Mountains and Pacific Coast regions combined, these cities being San Francisco, Oakland, Portland, Seattle, Tacoma, Spokane, Denver and Salt Lake City? And we are just starting on our real industrial growth.

Did you ever stop to think that the human race has been traveling westward for 4000 years, ever since history began, and that it has now come to the stopping place? It can move no further west. This westward immigration must now pile up here on the Pacific Coast. Do you realize that the apex of this great westward movement that has been going on for centuries, is right in Southern California, in Los Angeles county? Of all the increase in population in the three Pacific Coast States in the last decade twenty per cent. was in Los Angeles county alone.

In this westward movement of mankind, two civilizations have been marching in parallel columns for the last four centuries. The Anglo-Saxon took possession of the northern half of the Western Hemisphere, and the Latin took possession of the southern half. These two civilizations have met here in Southern California. Will the result not be a great exchange of trade with all these Latin American republics to the South? And we have built a great gateway down here at the harbor opening out on these great trade opportunities. Two-thirds of all the people of the globe border on this Pacific Ocean of ours. Our gateway opens to Vladivostok and Yokohama, and Kobe, and Shanghai, and Hankow, and Hong Kong, and Canton, and Manila, and Batavia, and Singapore, and Calcutta, and Madras, and Colombo, and Bombay, and Sydney, and Melbourne, and to all the South American ports below us, to say nothing of our immediate neighbors, Mexico and Central America.

### SEA FOOD PRODUCTS.

The scarcity of tuna this season may result in several new food products. In order to keep their help employed when there were no tuna brought in most of the canneries this summer have been doing a great deal of experimenting with other fish. The most daring is the canning of yellowtail.

Several hundred tons have been packed because there was no other market for the catches brought in. As there is no developed market for yellowtail, canners have been taking a chance in not being able to sell their product, but the war has produced so great a demand for food products that they feel safe in disposing of the fish.

Much bonito has also been canned. Bonito, however, is very similar in flavor to tuna and could be sold under a tuna label if the Food Administration would permit it. Skipjack, a smaller fish of the same family as tuna, is canned and sold under tuna label, but on account of its size is not so profitable to handle.

### TO WIDEN CHANNEL.

Work on the widening of the channel to the turning basin will begin at the harbor soon. Plans have been completed by the United States engineers, who will soon call for bids on the work. The work involves the removal of the wharf and the bridge Railroad, but the widening will be done in two jobs so that the new wharf can be built before the old one is discarded.

# The Los Angeles Times

is conceded—by friend and foe alike—to be incomparably superior, in the volume, character and completeness of its news and features, to every other newspaper published on the Pacific Coast.

## Advertising

For a score of years, without a single exception, The Times has printed a greater volume of paid advertising than any other Los Angeles newspaper.

The popularity of The Times as an advertising medium is further demonstrated by the fact that year in and year out, it prints more "Want ads" than any two local newspapers combined.

The following is a tabulation of the number of inches of paid advertising printed in each of the Los Angeles newspapers in July, 1918:

THE TIMES.....69,946 inches  
Second newspaper.....45,980 inches  
Third newspaper.....43,820 inches  
Fourth newspaper.....42,846 inches

The Times' every-day-in-the-year advertising supremacy is due to the fact that local and foreign advertisers have learned by experience that by using The Times alone they can cover Los Angeles and all Southern California at one cost.

THE TIMES uses both the day and night reports of the Associated Press, the Chicago Tribune-New York Times special cable service, has special correspondents of its own on the battlefields, and in the centers of population of America and Europe, and it daily publishes every happening of importance on the civilized globe.

The home field is covered with unexampled thoroughness by The Times, and its unrivaled news-gathering facilities, large staff of trained reporters and brilliant writers enable it to regularly print a comprehensive array of interesting and entertaining reading matter unsurpassed by that of any other newspaper anywhere in the world.

The big Sunday Times contains 7 separate parts, including a Comic Section, in addition to a Rotogravure Section, an Illustrated Magazine and a Farm and Tractor Section.

## The Times-Mirror Company

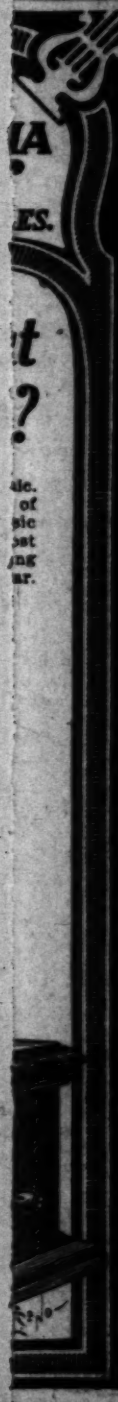
PUBLISHERS - - - Los Angeles, California  
First and Broadway

## Circulation

During the past 12 months The Times' average circulation gain exceeded 10,000 copies daily and 13,000 copies Sunday.

In Los Angeles The Times not only excels all other newspapers in the quantity of home delivered circulation, but in quality and permanence as well.

The subscription price of The Times daily and Sunday is \$10.20 the year; 85 cents the month.



born in Ohio, and enlisted in the Cavalry in 1892, a captain in the Cavalry in 1911, and in 1913, at his own request, transferred to the Infantry and received training.

FRANK E. HUNTINGTON'S library, which constitutes the highest monument to the man's learning ever erected by a private individual, is to live after him as a monument to his generosity. The statement that he proposes to bequeath the magnificent collection for the benefit and education of the city was made yesterday by Huntington at his San Marino home. In a statement of a statement given wide publicity in the city to the effect that he plans to donate the collection of his library to the city of Los Angeles, the report originally appearing in the Boston Transcript of a week ago, and last Sunday repeated in the New York Sun, Huntington yesterday Mr. Huntington denied it.

"I am going to give my library to the public, but not until after I am dead," he said.

Satisfying the multimillionaire that he will wait until after the war to carry out his announced plan of erecting a building on his San Marino estate to house his library, Huntington plans to make his treasures available for the use of students and scholars of all ages.

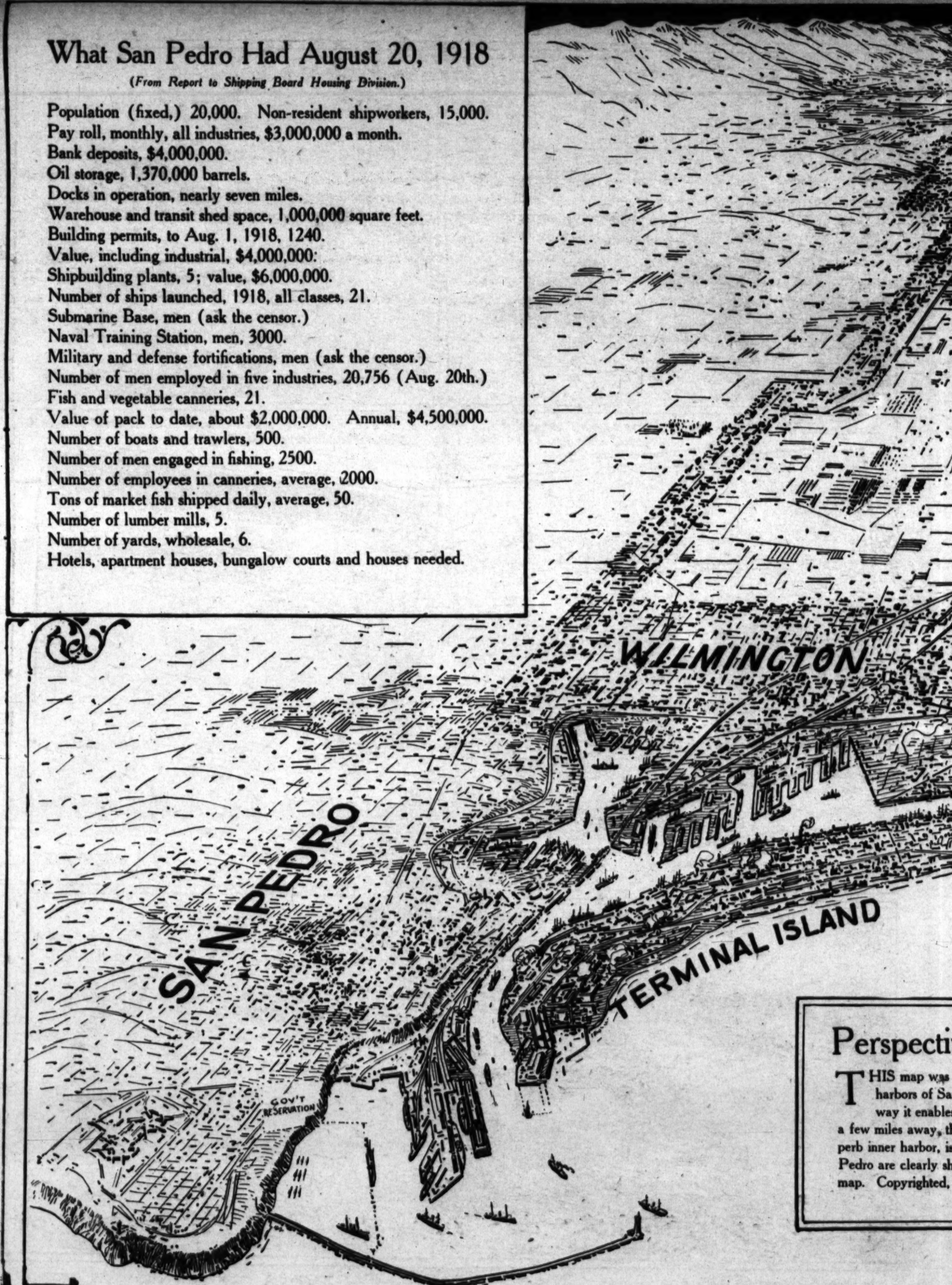
Mr. Huntington acquired the collection of the Hoe collection, followed this up by the purchase of the famous Church collection of Americana, the Halsey and other collections, and several other private libraries, including the collection made by the Duke of Devonshire, bookmen said he had more book worlds to conquer.

Mr. Huntington has gone on acquiring such treasures as are offered for sale, either publicly or privately, until today it is the opinion of bibliographers that his printed books—excluding manuscripts, of which, however, he has a very great interest and

## What San Pedro Had August 20, 1918

(From Report to Shipping Board Housing Division.)

Population (fixed,) 20,000. Non-resident shipworkers, 15,000.  
Pay roll, monthly, all industries, \$3,000,000 a month.  
Bank deposits, \$4,000,000.  
Oil storage, 1,370,000 barrels.  
Docks in operation, nearly seven miles.  
Warehouse and transit shed space, 1,000,000 square feet.  
Building permits, to Aug. 1, 1918, 1240.  
Value, including industrial, \$4,000,000.  
Shipbuilding plants, 5; value, \$6,000,000.  
Number of ships launched, 1918, all classes, 21.  
Submarine Base, men (ask the censor.)  
Naval Training Station, men, 3000.  
Military and defense fortifications, men (ask the censor.)  
Number of men employed in five industries, 20,756 (Aug. 20th.)  
Fish and vegetable canneries, 21.  
Value of pack to date, about \$2,000,000. Annual, \$4,500,000.  
Number of boats and trawlers, 500.  
Number of men engaged in fishing, 2500.  
Number of employees in canneries, average, 2000.  
Tons of market fish shipped daily, average, 50.  
Number of lumber mills, 5.  
Number of yards, wholesale, 6.  
Hotels, apartment houses, bungalow courts and houses needed.



### Perspective

THIS map was prepared for the harbors of San Pedro, showing the way it enables a few miles away, the superb inner harbor, is San Pedro are clearly shown on this map. Copyrighted, 1918.

**UHRTS IS NE  
OF YELLO**

GEORGE J. KUHRTS, for several years assistant general manager of the Los Angeles Railway, was appointed general manager yesterday to succeed Howard Huntington. The appointment was made by H. E. Huntington, president of the company.

Reason for the appointment, it is stated at the office of the president, is that Howard Huntington for some time has been devoting most of his energies to work for the government and intends to continue doing so. The management of the street car has been practically in the hands of Mr. Kuhrts for the last year, and it was stated, and the present appointment means no change in the policy or the policies of the company.

Mr. Kuhrts, who is a native of Los Angeles, was in the city yesterday and it is understood that Mr.



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Maple Nut  
Ice Creams



## An Asset of Inestimable Value.

**T**HE harbor is having and will continue to have a stronger influence in promoting the growth of the city of Los Angeles than any other factor. The city has invested \$5,500,000 in developing it. Our harbor property, based merely on its direct earning capacity, is worth \$50,000,000, but that is only a small percentage of its actual value, taking into consideration all that it is yielding in increased industry, bigger pay rolls and trade extension.—Mayor Woodman of Los Angeles, formerly president of the Harbor Commission.

The Los Angeles harbor is a gateway that opens to two-thirds of all the people of the globe. The apex of the movement of people westward that has been going on for centuries is right here in Southern California and Los Angeles, as a world port, is in a position to take full advantage of it.—Clarence Matson, traffic manager of the Los Angeles Harbor Commission.

Los Angeles harbor is destined to be ranked with the world's leading harbors and its great future is assured if we realize our responsibilities in its development.—Oscar C. Mueller, president Los Angeles Chamber of Commerce.

**LONG BEACH**

## Perspective of Los Angeles, the Shoestring Strip and Water Front

THIS map was drawn by A. B. Dodge, head of The Times Art Department, special attention being given to showing the relationship between the harbors of San Pedro, Wilmington and Long Beach with the business and rail centers of Los Angeles and with each other. In a new and striking way it enables one to see at a glance the advantages possessed by the harbors, not only as gateways to big maritime commercial arteries, but in having, miles away, the superb facilities and industrial backing of the West's biggest city and its transcontinental railroad connections. Wilmington, with its superb harbor, is closest of the three to Los Angeles, while the almost unlimited possibilities for development of both inner and outer harbors at San Pedro are clearly shown. The peculiar and valuable advantage in location and environment of the Long Beach harbor is forcefully brought out in the map.

Copyrighted, 1918, by The Times-Mirror Company.

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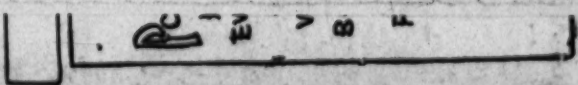
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SATURDAY MORNING, SEPTEMBER 7, 1918.—PART II: 8 PAGES.

POPULATION 1,370,000. By the Federal Census—(1910)—1,135,122. By the City Directory—(1918)—1,370,000.

## HUNTINGTON LIBRARY TO BE WILLED TO PUBLIC.

### Magnate's Monumental Book Collection Will be a Gift for the Education of Posterity.

LET US HOPE LONG HENCE.

THE HUNTINGTON LIBRARY, which constitutes the largest monument to the magnate's life, is to be willed to the city of Los Angeles. The report, which was made yesterday by the Huntington family, is a statement of the fact that the library, which was founded by J. P. Huntington, is to be willed to the city of Los Angeles. The library, which was founded by J. P. Huntington, is to be willed to the city of Los Angeles. The library, which was founded by J. P. Huntington, is to be willed to the city of Los Angeles.

## KURTS IS NEW HEAD OF YELLOW CAR LINES.

JOHN J. KURTS, for several years assistant general manager of the Los Angeles Railway, was appointed general manager yesterday. The appointment was made by the board of directors of the company. Kurtz, who is a native of Germany, has been in the city for several years. He is a well-known figure in the city, and his appointment is a significant one.



### Crescent Brick

Special Saturday and Sunday

Just the thing for the children—healthful, wholesome, Ice Cream—a food and a dessert in one. Special flavors for each week-end. In pint and quart sanitary cartons. Get into the Crescent habit—begin NOW. Order your week-end supply from your nearest dealer.

Oh, baby!

Special Saturday and Sunday

Strawberry and Vanilla Nut Creams

## SAILOR LEAVES AN ESTATE.

Los Angeles Man Who Died on U-Boat Chaser Had Property.

The first American sailor from Los Angeles to die in the service of his country and leave a will is Edwin F. Hodgson, 20 years old, who died August 27 on the United States submarine chaser No. 209, "somewhere off the Virginia coast."

## REALTY MAN DEAD.

John C. Cribb had been in business here thirty years—Funeral on Monday.

John C. Cribb, a real estate operator, with offices in the Security Building, died yesterday on the operating table at St. Catherine's Hospital, Santa Monica. He was 59 years old, and was born in Racine, Wis. He had been in business here for the last thirty years under the firm name of J. C. Cribb & Co. He lived at No. 117 Kinney street, Ocean Park. He leaves a widow and a daughter, Miss Beth Cribb.

## UNDER THE KNIFE.

Mrs. Lucien Brunswig to be Operated on Today as Result of Fall.

Mrs. Lucien N. Brunswig will be operated on this morning at the home of No. 3228 West Adams street, as the result of a fall she received two weeks ago while at the home of her son, Mr. Brunswig, at the home of her son, Mr. Brunswig, at the home of her son, Mr. Brunswig.

## MOTHER HAS ELOPED.

At Least She Did Not Invite Children to Her Marriage with Octogenarian.

"Mother married? Well, she didn't tell me about it!" laughed Mrs. Arthur W. Urban of No. 735 Camulos street last night. Mrs. Urban, who is 80 years old, is the mother of a family of five children. She is a well-known figure in the city, and her elopement is a significant one.

## DROPS DEAD WHEN TOLD HIGH WAR POST IS HIS.

HE remains of Guy E. Dyar, attorney, graduate of U.S.C. and recently appointed director of Red Cross work for the Northwest, arrived here yesterday in charge of the widow, formerly a Miss Sederlof of this city. Mr. Dyar dropped dead at his desk in Eugene, Or., Tuesday. By a peculiar coincidence, he had just received a letter notifying him of his appointment to the high war post, and was reading it when the end came.

## PARTLY ERASES JUDGES' SLATE.

Primary Law Knocks Out Five of Thirteen Candidates.

Six with Majority; Two More for the Seventh Office.

Same may Apply for Justice and for Police Judge.

The aspirations of five candidates for judge of the Superior Court will be nipped in the bud by Section 23 of the primary law, as amended in 1917. Under this section five candidates, designated in the law as "majority candidates" and two additional candidates only will have a place on the November ticket, making eight in all. In other words, six were nominated and two more to fight it out for the seventh place to be filled.

## LAFAYETTE'S BIRTHDAY HONORED BY ANGELENOS.

Crowd at Exposition Park Hears Eulogies of Great French Patriot.

LOS ANGELES—Paid still another tribute to France yesterday when the city celebrated, at Exposition Park, the one hundred and sixty-first birthday anniversary of Marquis de Lafayette, the great French exponent of democracy, whose name in American history ranks almost with that of Washington and Lincoln.

## ELIZABETH HOLLENBECK DIES AT NINETY-ONE.

ON THE thirty-third anniversary of her husband's funeral, Mrs. Elizabeth Hollenbeck, one of the most public-spirited women in Los Angeles, and a real pioneer of the Southwest, died last night at 10 o'clock in her home at No. 573 South Boyle avenue. She was 91 years of age.

## PANTAGES IS ASKED TO HALT BIG THEATER JOB.

REQUEST from the War Industries Board was received yesterday by Alexander Pantages, theatrical producer, that he suspend till after the war building operations on his new Salt Lake theater, said to have cost \$250,000 to date. Mr. Pantages announced recently that he will erect a new \$1,000,000 playhouse in Los Angeles at the corner of Seventh and Hill streets. In all probability, building operations on this structure will not be started until the war is over.

## Veterans of Civil War Salute Personified France.



At the Lafayette Day celebration at Exposition Park yesterday. Front row, left to right, Capt. James S. France, commander of the G.A.R. detachment; saluting Alsace, Miss Rose Verges; France, Miss Helene Eyrand, and Lorraine, Miss Louise Eyrand. Back row, left to right, Capt. Eugene Merrick, Comrades Frank L. Kreider, W. J. Ennis, James M. Aubrey, W. J. Ennis, J. W. Dorsey, W. P. Lowery, J. E. Meginn, W. M. Howell and C. P. Colosseus.

## ARMY OFFICER KILLED BY CAR.

Maj. C. W. Farber's Auto is Crushed in Collision.

Victim was Until Recently Recruiting Head Here.

Rose from the Ranks; Thirty Years in the Service.

Maj. C. W. Farber, U.S.A., retired, 54 years old, until recently in charge of the army recruiting station at Fourth and Main streets, was instantly killed last night when his automobile was struck by a Pacific Electric train at Beverly Hills. The accident, so far as could be ascertained last night, was due to misunderstanding on both sides. According to the report, Maj. Farber had just left his residence at No. 607 Canyon drive, Beverly Hills, and was driving in to Los Angeles. He started to turn from Santa Monica boulevard onto Beverly Hills drive, across the Pacific Electric tracks, just as an inbound Santa Monica-Sawtelle train, in charge of Conductor R. W. Fogelson and Motorman J. G. Cook, was approaching the crossing. The army officer's automobile was about 150 feet ahead of the train and moving slowly. Motorman Cook blew his whistle, and then, believing that the automobile would not cross the tracks, applied his power.

**FRANK J. HART**  
SOUTHERN CALIFORNIA  
MUSIC COMPANY  
332-334 SOUTH BROADWAY, LOS ANGELES

## Why Not Get That Victrola Today?

Start in right now to enjoy the world's best music. With a Victrola you can hear at will the kind of music you like best—you can have dance music whenever you want to dance; you can have the most famous bands entertain you with their stirring music—you can hear any music you want to hear.

There are Victrolas in great variety to suit every taste, and any of them will play for you any of the more than 5000 records listed in the Victor Record catalog.

Victrola, Style IV-A—Price \$22.50  
Victrola, Style VI-A—Price \$32.50  
Easy Terms Arranged.

If one of your family or friends is in the service at a cantonment, what a splendid thing it would be to send him a Victrola.

Mail Orders Given Prompt Attention.

The Victrola Illustrated in Style VI-A—\$32.50.



What San Pedro Had August 20, 1918

(From Report to Shipping Board Hearing Division)

Population (fixed) 20,000. Non-resident shipworkers, 15,000. Pay roll, monthly, all industries, \$3,000,000 a month. Bank deposits, \$4,000,000.

An Asset of Incalculable Value.

The harbor is having and will continue to have a stronger influence in promoting the growth of the city of Los Angeles than any other factor. The city has invested \$5,500,000 in developing it. Our harbor property, based merely on its direct earning capacity, is worth \$50,000,000, but that is only a small percentage of its value.



## FLASHES

## Hits and Bits.

### METRO CHOOSES SITE

**REAL ABOUT TO BE CLOSED F**  
**HOLLYWOOD LOCATION.**

By Grace Kingsley.

represented by Messrs. Richard W. Engel and Count G. Cipelli in the West, has about decided on the site for a large and handsome studio. The location of the site is in Hollywood, though the exact location is not yet ready to be disclosed, but probably will be within a few days.

In the meantime, as a means of relaxation from their labors, the officials above named have taken a trip to Catalina, where, on board fishing boats, they expect to find quiet places where the real elements cease from troubling. The studio sharps are at rest.

An important announcement made yesterday by the First National Exhibitors' Circuit, which has stated that the circuit has purchased the film starring Col. Theodore Roosevelt, ex-President of the United States, which is not yet finished, being made under direction of "Sam Nigh," who directed Jarrett in "My Four Years in the White House." It is understood the film tells the story of Roosevelt's life.

The hall to be given tonight by the Vitaphone branch of the Motion Picture War Service Association at the Vitaphone Studio in Hollywood promises to be a brilliant affair, with many well-known pictures present, including *Beulah*, *Charlie Williams*, *Grace Darmon*, *Antonio Moreno*, *Nell Shipman*, and *Miner*. Free admission for students and soldiers are \$1 to the public. War soldiers and sailors welcome.

**ALLEGES DESERTION.**  
Mrs. Margaret Miller filed a separate maintenance against her husband, George E. Miller, a train dispatcher, yesterday, alleging desertion. The couple were married Nov.

— **Entertainments** —  
 MATINEE TODAY 25c AND 50c.

TONIGHT LAST TIME.  
**Id's Master Magician**  
**and His Big N.**  
**Company**  
**SURPRISES**      **SENSATIONS**  
 tic Scale Ever Attempted  
 latines. Today, 25c and 50c.

**THE AIR**

Grand at 7

**"SMILING" BILL PARSONS**  
With His Million Dollar Smiles

**"Back to You"**  
mightier than the roar of Battle  
quietly entralling  
and "Sinking of the Lusitania."  
**Our Greatest Stock Company**

LE MISS BROWN"  
...for the First Time on Any  
**ECT DAY**  
The High Cost of Loving."

Comedy of the Season.  
Matinee, 10c to 50c.

---

**STARTING TODAY**  
**RAY in Modern Love**  
**is Today and Tonight**

**YELLOW DOG**

**SUNDAY**  
**11 A**  
**ADGE**

**NEXT WEEK**  
**Ethel**  
**Barrymore**  
**IN OUR MATINEE**

McCHESNEY  
AND  
ITALY'S  
FLAMING  
FRONT

ators; followed by baseball game of  
later teams at 2:35 o'clock. Grand  
proceeds to Submarine and Arm

**he Top** } **ALL SEAT**  
} **MATINEE**

**WED. 10 Cent**  
**EVERY 1**  
**TODAY OF**  
**on Castle**  
**from Bohemia**  
**vaudeville Acts.**  
**Matinee**  
**5c-10c**  
**Evenings**  
**5c-10c-15c**

**Mary Mac Lane**  
in "Bread"

DON'T BELIEVE EVERYTHING"  
E CHAPLIN 10  
RIPLE TROUBLE" 20  
IN "A PAIR OF SIXES" 30







Market Abroad

STERN CITRUS MARKET QUOTATIONS

Table with multiple columns listing citrus market prices for various grades and quantities.

COMMERCIAL BUTTER, EGG, CHEESE QUOTATIONS.

Quotations on the local market for butter, eggs, and cheese.

PRODUCE MARKET.

Detailed text report on the produce market, including prices for various fruits and vegetables.

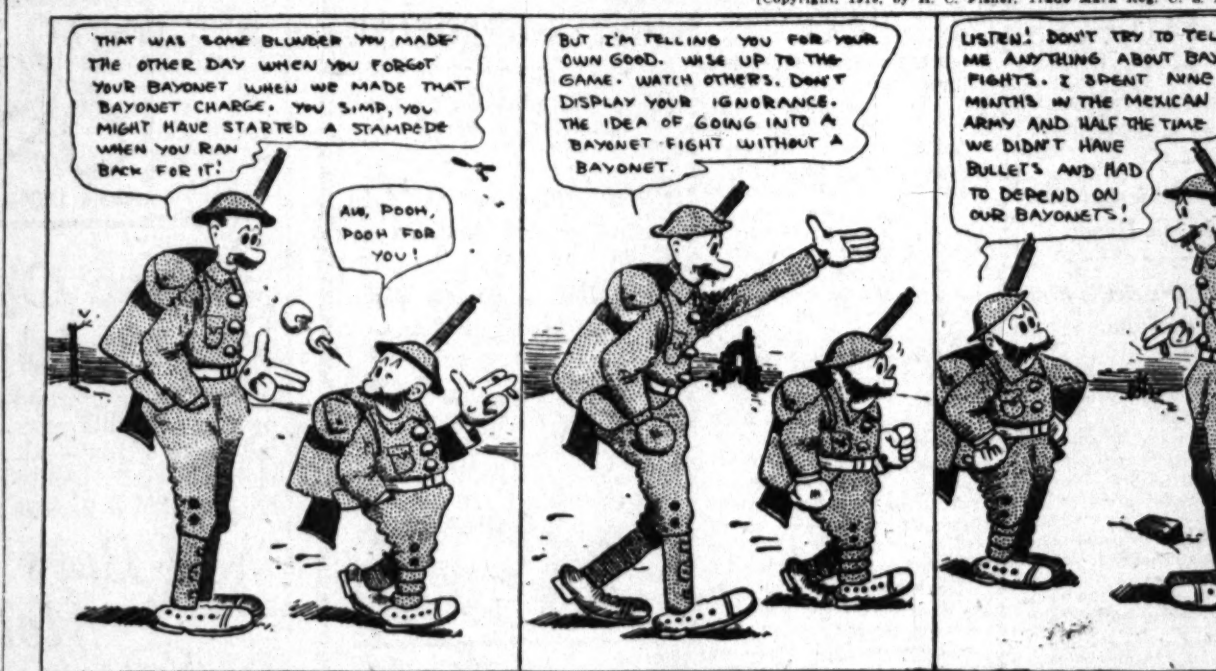
HERE ARE FAIR FOOD PRICES.

Quotations Show What You Should Pay Today for Things to Eat.

The following official quotations on foodstuffs, fixed by the Los Angeles Fair-Price Committee...

Jeff is Either Some Bayonet Fighter or Some Liar.

(Copyright, 1918, by H. C. Fisher. Trade Mark Reg. U. S. Pat. Off.)



By BUD FISHER.



Table with multiple columns listing various market prices, including commodities like wheat, sugar, and other goods.

GORDON HITS FLOOD CONTROL PROFITEERS. Threatening publicity unless property profiteering is discontinued in connection with the flood-control project at the harbor...

Where Germans May Try To Stand Behind Hindenburg Line

The leading article in THE LITERARY DIGEST this week—September 7th—is accompanied by a helpful Map which shows the present Hindenburg line, and also clearly indicates the line behind it at the River Meuse, which, in the opinion of experts, will be where the Germans will make their new stand. It also shows the territory the American troops are holding in Alsace, Lorraine, and along the Vesle, including cities, rivers, etc.

This article analyzes all the important war news of the past week from the Western Front. Other features of great interest to the American public in this number of "The Digest" are:

Why American Airplane Production Lags

In This Article Are Presented the Criticisms of the American Newspaper Press Upon the Recent Air-Craft Production Report of the Sub-Committee of the Senate

- Germany's War on the Children
- Soldiers Turning to the Bible
- Food for the War-Winter
- Wanted: A Million Workers
- Germany Proposes a United States of Europe
- Shall We Wear Cotton?
- Undersea Pipe-Lines for All
- New Words for New Things
- Ordering a German National Hymn
- Current Poetry
- News of Commerce and Finance
- Many Half-tone Illustrations, Maps and Reproductions of the Best Cartoons
- How Your War Furnace Can Help Win the War (Prepared by the U. S. Fuel Administration)
- Britain Appreciates Our Efforts
- The Theological Student of the Future
- In Berlin Today
- Saving the U-Boat's Victims
- Replanting the War Forests
- Joyce Kilmer
- A Parson's Lonely Daughter
- Personal Glimpses of Men and Events

Read "The Digest" for Authentic News Regarding American Fighters

One subject of paramount interest holds today the first place in the hearts and minds of the fathers and mothers of America and of the millions of anxious women here at home, the wives, sisters, and sweethearts of the gallant fellows who have gone "over there." It is the question of how the "boys in brown" are faring on the battlefields of France, what they are doing, whether they are making good and holding their own successfully against the onslaughts of the

Teuton. The one sure way to get this information in an accurate and comprehensive form, is to read from week to week in THE LITERARY DIGEST the exact facts regarding our men abroad, their movements, their various activities, their share of the fighting, and the measures that are being taken for their comfort and support—facts drawn from all the authoritative sources and that may be accepted without question, forming a continuous history of our part in the war that is well worth preserving. Begin studying it today.

September 7th Number on Sale To-day—All News-dealers—10 Cents

The Literary Digest. SAVE W.S.S. SERVE. FUNK & WAGNALLS COMPANY (Publishers of the Famous New Standard Dictionary), NEW YORK

Urban Military Academy. "The Military School with the Home Life". TERM OPENS SEPTEMBER 15th. Attractively situated in the beautiful Westlake district, just adjoining Westlake Park, and one of the exclusive residential sections of Los Angeles.

Urban Military Academy. Exclusively for Young Boys. 800 Alvarado St. Los Angeles, Cal.

Special Notice UNIVERSITY OF SOUTHERN CALIFORNIA Los Angeles. NEXT SEMESTER opens September 19, 1918. Advance registration now going on. Special Registration Days September 19, 20, 21.

MISS THOMAS'S SCHOOL. 125 West Adams Street. Prepares for Girls' Collegiate, Marlborough and High School. Sewing, Corrective Gymnastics, Aesthetic Dancing. Limited Home Department.

GIRLS' COLLEGIATE SCHOOL. Adams and Hoover Sts., Los Angeles. Accredited East and West. College-Preparatory, General, Post-graduate. Schools of Music, Fine Arts, Domestic Arts, Expression, A. N. D. SECRETARIAL TRAINING.

HOFF'S EXPERT TRAINING SCHOOLS. THE SCHOOL OF INVENTIVE INSTRUCTION. CIVIL SERVICE AND ALL COMMERCIAL DEPARTMENTS. Address: W. E. Hoffman, 1011 Broadway, New York.

CLAREMONT SCHOOL FOR BOYS. A Place of Enthusiasm and High Ideals. Address: W. E. Hoffman, 1011 Broadway, New York.

CUMNOCK. School of Expression, Diction, and Professional Courtesy. 300 So. Vermont.

DENISHAWN. The Ruth St. Denis and Ted Shawn School of Dancing and its Related Arts. Beginning Oct. 1st. Special class for children. 20 lesson course for \$25.00. Also beginning and advanced adult classes. 618 S. Alvarado. Mrs. E. K. Hamilton, Manager.

CHERNIAVSKY. Prof. Abram Cherniavsky, piano and "cello" classes. Music, singing, and piano. 214 Broadway, New York.

Y. M. C. A. SCHOOLS. NEW TERM STARTS SEPT. 8. High grade courses also offered as follows: Commercial, Shortland, Accounting, High School, Repairing, Machine Shop, etc. Catalogue. Address: Y. M. C. A. SCHOOLS, 115 So. Hope St. Main 1219, 1000

PAGE MILITARY ACADEMY FOR LITTLE BOYS. Open 15 months in the year. Summer school now in session. Full term begins September 1st. Send for catalogue. P. O. Box 1, Box 100, Los Angeles, Fresno 1918.

## Notice to Ice Consumers

During the continuance of the war, we will put into effect the following regulations:

All ice delivered to families in quantities of 30 lbs. or over will be placed in the refrigerators, provided they are ready to receive the same.

In quantities less than 30 lbs., the ice will be left on the premises at the point nearest the wagon.

All ice to commercial users will be left at or within the entrance to the premises.

All ice to apartment houses, where the managers resell to their tenants, will be delivered in bulk on the premises, but not cut up into individual pieces.

We advise all consumers, who have boxes that require black and tackle and tongs, to secure such equipment.

THE UNION ICE COMPANY.  
MERCHANTS ICE AND COLD STORAGE COMPANY.

CITIZENS INDEPENDENT ICE AND COLD STORAGE CO.

JEFFERSON ICE COMPANY.  
THE ICE DISTRIBUTING COMPANY.

Regardless  
of what  
your need  
may be  
**TIMES**  
"Want-Ads"  
can help  
you.

Tomorrow  
"The Great Sunday Classified Section" of THE TIMES will work for several thousands of persons—it can just as well work for you.

Prepare an advertisement now. The cost will be only a few nickels or dimes—a tiny fraction of the profit you stand to make—and get it to THE TIMES as quickly as possible.

If it isn't convenient for you to bring your copy to THE TIMES office, telephone it to a TIMES ad-taker at once.

Main Office, 1st and Broadway  
Branch Office, 619 S. Spring St.  
Home 10391—TELEPHONES—Pico 700

## PARTY LEADERS CHEER FLOWERS

Congressional Candidate is Given an Ovation.

Thrills with Patriotism Big Banquet in His Honor.

Issue in Ninth District is War Versus Pacifism.

Pointing out that Congressman Randall voted against a war measure twenty-four days after the United States entered the war, Montville Flowers, Republican nominee for Congressman in the Ninth District, declared at a banquet given in his honor at the Union League Club last night that the American people cannot afford to take chances in selecting Congressmen this year.

"This one big issue in the campaign of the Ninth District is patriotism," declared Mr. Flowers, while the audience of 200 strong Republicans cheered enthusiastically. "Patriotism is the issue in every Congressional District this year. It is the same in England and the same in France. The Allied people must have sane, loyal leaders in this crisis. Every man who has anything whatsoever to do with governmental affairs must be a patriot from crown to sole."

"It is no time for personal friendships," continued the orator. "It is the hour for putting to the severest test the metal of every man who seeks election to public office."

Charles Randall voted against at least six out of eight important war-measure and man-power bills, and then he asks us not to criticize him, explaining that he followed the dictates of his conscience. If I mistake not we elect a man to Congress as our representative, to do and think the things we want him to do and think and not to do what his conscience tells him to do. I seriously doubt if Mr. Randall represents even the smallest percentage of his constituents when he voted against the right of any United States ship to cross the Atlantic carrying munitions as a part of its cargo."

Tumultuous applause followed this candid statement of facts concerning Randall's record in Congress, and loud cheers burst forth when Mr. Flowers declared that President Wilson relied upon Congressman Kahn of California to crowd the man-power bill through Congress after dozens of Democrats and hybrids of the Randall stripe had forsaken the President in his most trying hour.

Mr. Flowers briefly reviewed the history of the Republican party from Lincoln's administration to the close of the Taft administration and pointed out that the first guns fired in the way of preparedness campaigning on the part of the present war were fired by Theodore Roosevelt and William Howard Taft, two Republicans who occupied the Presidential chair through years of great national happiness and prosperity. "The man who would vote against the war bills of this country after his country has gone to war does not possess a mind fit to meet the issues of the day," asserted Mr. Flowers. "Mr. Randall has been eliminated from Congress in the Ninth District, and after the November election it will be our privilege to place him upon the shelf, catalogued as the bric-a-brac of things that were."

H. C. Evans of Monrovia acted as toastmaster, and in turn called upon Frank Roberts of Long Beach, L. L. Lottister of Pomona, Ed Kahn of Pasadena, Judge J. A. Allard of Pomona and Mrs. George A. Barry of Long Beach, all of whom made short talks reflecting the Republican prospects in their communities.

Mrs. George A. Barry was introduced as "the woman who burglarized Long Beach." Mr. Evans said that the Long Beach vote had been sewed up to such an extent that it took a female burglar to break into it. Mrs. Barry replied that her method of campaigning there might have appeared burglarious, but that she had found the Long Beach people extremely patriotic and enthusiastic and she ventured the assertion that if the other people of the district didn't care to vote at the November election the people of Long Beach would elect Mr. Flowers to Congress on their own hook.

## JOINING NAVY, HE SUES FOR DIVORCE.

FORMER FILM MAN ACCUSES WIFE OF GIVING LIQUOR TO THEIR DAUGHTER.

The charges of cruelty and intemperance made against Elizabeth Cree by Walter H. Cree, formerly division manager of a moving-picture company, and who will report for the navy today, will be strenuously resisted by Mrs. Cree when the divorce case comes to trial before Judge Valentine on the 30th inst. Mr. Cree's attorney wanted an immediate trial, but this was met by Mrs. Cree's attorney with the statement that Mr. Cree had failed to pay attorneys' fees and costs.

In her cross-complaint, Mrs. Cree alleges cruelty. The fight, however, centers on the custody of the minor daughter, Betty Cree. In Judge Valentine's court yesterday Mrs. Cree flatly denied the charge that she had given liquor to her daughter. The latter is in the charge of a third party, and a letter read by the court stated that Mrs. Cree had not only called on her child while under the influence of liquor, but had given liquor to her.

The court admonished both parties to conduct themselves properly in the presence of the child.

**ACTOR ARRESTED.**

Willis Brown, moving-picture actor, and head of a school at Culver City, was taken into custody on a warrant issued by American Judge Myers yesterday and released on \$500 bail, charged with attempting to conceal property to avoid the processes of the court in a suit by Don Lee involving an automobile. Bail was furnished by Harry H. Culver and F. K. Kellogg. Mr. Brown stated that the automobile was in his son's possession; that his son had gone to San Francisco, and as soon as he returned with the machine, he would be subject to the order of the court.

## NEED PERMIT TO ASK FUNDS.

New State War Donations Board Must Pass on All "Drives" Here.

R. W. Fridham, chairman of the County Council of Defense, announced yesterday that, following the action of the State Council of Defense in taking over the supervision of all war funds, no solicitation of funds for war aid will be allowed in Los Angeles county unless a permit is granted by the War Donations Board of the State Council of Defense.

Mr. Fridham stated that all applications for permits in this county must be made through the Los Angeles division, and should be directed to Chairman Fridham at his temporary location at the California Liberty Fair Office.

To prevent confusion and misdirection of effort, all officials connected with any war fund or war aid work are asked to note particularly this announcement and to make requests as early as possible so that the matter may be determined upon by the State Council of Defense in time for the conducting of any enterprise that may be termed worthy under the war organization.

## EX-CONVICT TAKEN IN ALL-NIGHT FIGHT.

MAN IS SAID TO HAVE MADE FORTUNE IN PASSING BOGUS CHECKS.

Emery Salyard, accused by the police and by V. J. Burns detectives as being one of the cleverest bogus check men in the country, and who has served time in at least five prisons, was locked up in the County Jail at San Bernardino last night, following his capture after an all-night battle in the San Bernardino Mountains.

The man was traced from Portland, where he had bought a new automobile with an alleged forged \$2000 check, but before he surrendered he held the detectives and sheriffs at bay all Thursday night by firing two repeating rifles, two sawed-off shotguns and two automatic pistols. When his ammunition gave out yesterday morning he surrendered.

He will first be taken to Bakersfield, where he is wanted for passing worthless checks. The American Bankers Association places his bogus-check operations at no less than \$60,000. He escaped last April from the El Paso City Jail, and on his way to the Pacific coast he left a trail of bad checks, it is said. Since leaving Portland he was for some time in Los Angeles where he spent money lavishly, but with a woman companion, he left in his automobile for Colton, where he left the woman and continued on into the mountains.

## DISTRIBUTE ESTATE OF HALF MILLION.

LATE WILLIAM T. GOULD'S PROPERTY GOES TO WIDOW AND CHILDREN.

The \$450,000 estate of the late William T. Gould of Beverly Hills was ordered distributed to his widow, Mrs. Blanche Gould, and the children, Charles R., Emerson W., William T. Jr., and August C. Gould, by Judge Rival of the Probate Court yesterday. The estate was left in trust to the executor, Charles B. Gould, a brother, for the benefit of the widow and the sons.

Mr. Gould was heavily interested in the stocks and bonds of various corporations throughout the country. Originally he was a Chicago broker. He organized the E. B. Deming American Fisheries Company and became manager of the corporation.

His brother, Charles Gould, was formerly president of the Southern California Cement Company.

The inheritance tax on the estate aggregates \$22,000. Attorneys Reed, Nussbaumer and Binsaman of Oakland represented the distribution proceedings before the court.

## TELLS RIGHTS OF NEUTRALS.

May Withdraw Papers to Avoid Draft, but Can Never then be Citizen.

The Netherlands Legation at Washington yesterday sent to F. J. Zeehandelaar, Netherlands Consul for Southern California and Arizona, a special notification regarding subjects of the Dutch government in connection with the forthcoming draft registration.

In accordance with instructions issued by Provost-Marshal-General Crowder, and the law on the subject, the Netherlands Legation calls attention that subjects of neutral countries who have taken out their first papers in the United States are exempt from draft, provided they notify the exemption board at registration of their desire to withdraw their declaration of becoming American citizens.

Local boards have been instructed to suspend from July 10 the induction of neutral aliens into military service.

## HERE'S A GOAT GIVES GASOLINE

Owner Drives About on Tank Full of Her "Milk."

Given a Flat-iron, She'd be Good Dry-cleaner.

Don't Believe it? All Right, Just You Read This.

The goose that laid the golden egg has a rival in Long Beach in a goat that gives gasoline. With the price of that necessary commodity on the increase, she should prove equally popular.

Dr. W. H. Chittenden of No. 3515 East Anaheim street, Zafra, is the owner of the valuable four-legged reiner.

When nanny was milked by Dr. Chittenden yesterday morning there was a strong odor of the well-known product controlled by John D.

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**Hamburger's**  
ESTABLISHED 1881  
Home 10063. Phones. Bdwy. 1168.

## Store Open All Day, Today, Saturday, Children's Day!

The Boys' Store and its chum across the aisle, the Girls' Store, are showing the splendid new Autumn merchandise. For school wear, for hours of play—all kinds of new clothes are here now. The styles have been especially created for boys and girls by master designers—no wonder the child is always proud of the apparel that "came from Hamburger's."

## A Boys' Store as Complete as Mothers Could Wish



—Norfolk Suits for 8 to 18 years, \$14.75.  
—Other Suits priced from \$8.95 to \$20.00.  
—Khaki Military Suits, 6 to 15 years, \$12.50.  
—Tan Corduroy Suits, 3 to 8 years, \$6.75.  
—Khaki Hats, \$1.00 —Knitted Toppies, 25c.  
—Scout Felt Hats, \$2.50 —Scout Belts, 65c.  
—New Cloth Hats, \$1.50 —Canvas Leggings, 10c.  
—School Blouses, 85c —Sweaters, \$3.50.

## A Girls' Store Brim Full of New Autumn Fashion

—Corduroy Velvet Coats, 8 to 14 years, \$8.95.  
—Attractive Gingham Frocks, 8 to 14 years, \$12.50.  
—Warm School Dresses, 8 to 16 years, \$7.50 to \$10.00.  
—White Middies, \$1.95 —Middy Skirts, \$1.50.  
—Flannel Middies, \$1.00 —Coats, \$8.95 to \$12.50.

Autumn Styles for the Littlest Tots of A  
—The Little Folks' Shop is in the most delightful readiness for wee tots' needs, children up to 6 years old.

—Coats, \$5.95 to \$15.00 —Hats, \$3.95 and —Tub Frocks, \$5.00 to \$5.00.  
—Sweaters (6 to 14-year sizes), \$6.50 —\$6.95 —to \$5.00.  
(Hamburger's—Baby Shop—Second Floor—Today)

## Have the School Shoes Fitted Here

—They must be comfortable first—next, sturdy and long-wearing. The shoes you or girl wears have more to do with the marks they get than you realize. Hamburger's people know how to fit growing feet.

## Shoes for Boys

—English military model of black calf-skin, laced style. Sizes 1 to 6, \$4.50.  
—English laced model of black calf-skin, laced style. Sizes 1 to 6, \$4.50.  
(Hamburger's—Shoe Department—Main Floor—Today)

## Dear Children:—

—So many of you were disappointed about getting on the programme at the Red Cross and Director is just broken-hearted about it. She wants you to be here today (Saturday) so that you can put on the Fairyland programme for sure! All the Fairylanders are back from vacation now and it will be a big day—don't miss it. Fairyland Orchestra begins playing at two o'clock—be on time. —Your friend, THE HAMBURGER STORY GIRL.

## CARRY YOUR OWN—IT WILL PAY YOU

### Seelig's Go "o" od Coffee, 1-lb. 30c

Keep in air-tight Mason jar and save 6c or more on each pound

Sego Milk, large can . . . 12c  
Borden's Milk, large cans 2 for 25c  
Carnation Milk, large can . . . 13c  
Golden Age Spaghetti, 3 pkgs.  
Macaroni and Noodles } 25c  
Clean Easy Soap, bar . . . 5c  
White King Soap, 2 bars . . . 11c  
Ben Hur Soap, 4 bars . . . 25c  
Eaker's Cocoa, 1-lb. . . . 37c  
"Premium Chocolate, 1-lb. 34c  
Morehouse Mustard . . .  
Fit and Fine Matches, pkgs.  
Drinket, small 20c, large  
Kellogg's Corn Flakes, 2 pkgs.  
Shredded Wheat, 2 pkgs.

Good Luck Oleo, 1-lb. 39c Morton's Shaker Salt, pkg. 10c

Store No. 1—1307 S. Figueroa  
Store No. 2—1148 S. Main St.  
Store No. 3—1207 Central Ave.  
Store No. 4—444 S. Hill St.  
Store No. 5—54th and Vermont Ave.  
Store No. 6—703 N. Normandie Ave.  
Store No. 7—4414 Central Ave.  
Store No. 8—Pico and Harvard Blvd.  
Warehouse—1325 Palmetto St.  
Store No. 9—Washington & Hoover  
Store No. 10—Echo Park and Sunset  
Store No. 11—3602 W. Washington  
Store No. 12—2652 W. Pico St.  
Store No. 14—1919 W. 48th St.  
Store No. 15—2940 Stephenson  
Store No. 16—[Grand Central]  
Store No. 17—[Market, 315 S.]  
Store No. 18—129-131 S. Main  
Store No. 19—Hoover Market, Grand Ave.  
Store No. 20—P. E. Mkt., 6th St.

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Home 60851—Bdwy. 388

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OFFICE AND WAREHOUSE  
1325 PALMETTO ST.

**SAM SEELIG**  
"Cash is King"  
PRICES SAME AT ALL OUR STORES

U. S. Food Administration License No. G-07636

SUNDAY MORNING

## FOCH P

With the British Army.

## HAIG DRIVE SPREADING

British Unchecked, Towns Falling.

Advance Everywhere Main- tained While Germans Fire Towns as They Flee.

Army Artillery Shelling Villages and Woods Captured by Haig's Men.

ATLANTIC CABLE AND A. P. I.

THE BRITISH ARMY IN FRANCE, Sept. 7.—

British troops today advanced to the east of Longuevaux in the region north of Peronne. Other forces of the British Army crossed the Somme river.

The British are well to the east of Peronne and are more than nine miles to the east of the River Somme. Along the Cologne River, the German retreatment continues throughout the whole area to the east of Cambrai and St. Quentin. The British advance guards are now generally between Cambrai and Peronne are close to the German line.

German fires still are burning in the German retreat and there are more explosions in the area. The British in the southern area are making rapid strides forward.

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